FIRST AMENDMENT TO THE
DRAFT
ENVIRONMENTAL IMPACT REPORT

GOBLE LANE MIXED-USE DEVELOPMENT FOR PLANNED DEVELOPMENT REZONING

PDC02-066/NR05-001

SCH No. 2005022057

City of San José
June 2005

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
STEPHEN M. HAASE, AICP, DIRECTOR

NOTICE OF PUBLIC HEARINGS ON AN ENVIRONMENTAL IMPACT REPORT

Notice is hereby given that the Planning Commission of the City of San José will hold a Public Hearing on **Wednesday, June 22, 2005, at 6:00 p.m.**, to certify that the Final Environmental Impact Report (EIR) prepared for the project identified below has been completed in compliance with the California Environmental Quality Act (CEQA). Furthermore, in the event of an appeal of the Planning Commission's certification of the Final EIR, there will be a public hearing before the City Council of the City of San Jose on **Tuesday, June 28, 2005 at 1:30 p.m.** on an appeal of the Final Environmental Impact Report.

These Public Hearings will be held in accordance with Title 21 of the San José Municipal Code, during and before which all persons interested in the matter shall be given a reasonable opportunity to be heard. You are welcome to attend and to speak on this issue. If you choose to challenge the decision on this Environmental Impact Report in court, you may be limited to only those issues you, or someone else, raised and discussed at the Public Hearing or in written correspondence delivered to the City at or prior to the Public Hearing. These public hearings will be held at the dates and times stated above, in the Council Chambers, on the second floor of City Hall, at 801 North First Street, San Jose, California.

The project being considered is: **FINAL ENVIRONMENTAL IMPACT REPORT for the Goble Lane Mixed-Use Development** for a Planned Development Rezoning (File No. PDC02-066) of 29.5 gross acres located at the southwest corner of Monterey Road and Goble Lane from the R-MH-Residential Mobile Home Park, HI-Heavy Industrial, & LI-Light Industrial Zoning Districts to A(PD) Planned Development Zoning District to allow the demolition of the existing industrial and commercial uses as well as the residential mobile home park currently in use on-site for the development of up to 18,000 square feet of commercial retail fronting Monterey Road, a two-acre public park, and up to 969 single-family and multi-family residential units. (SCH #2005022057) Council District: 7

The Final Environmental Impact Report, including the City's responses to comments received during the Public Review Period (April 22, 2005 to June 6, 2005), is available for review beginning June 10, 2005, on Monday, Wednesday, and Friday from 9:00 a.m. to 5:00 p.m., and on Tuesday and Thursday from 10:00 a.m. to 5:00 p.m. at the Department of Planning, Building and Code Enforcement, 801 North First Street, Room 400, San José and on the Internet at http://www.sanjoseca.gov/planning/eir/eir.htm. The certification of the Final EIR may be appealed in writing by any person prior to 5:00 p.m. on **Monday, June 27, 2005**. Such appeal shall be filed on the appropriate form and accompanied by filing fees at the Department of Planning, Building and Code Enforcement and shall include a statement specifying the basis of the appeal. It should be noted that the certification of a Final EIR does not constitute approval of the project for which it was prepared. The decision to approve or deny the project will be made separately as required by City Ordinance.

To arrange an accommodation under the Americans With Disabilities Act to participate in this public meeting, please call (408) 277-4576 (VOICE) or (408) 998-5299 at least 48 hours before the meeting. Comments and questions regarding the EIR are welcome and should be referred to **Teresa Estrada** of the Department of Planning, Building and Code Enforcement (408) 277-4576. For your convenience, contact **Olga Guzman** at the same telephone number the week of the Public Hearing to verify that this item will be heard and is not scheduled for deferral to a later date.

Stephen M. Haase, AICP
Director, Planning, Building and Code Enforcement

Akoni Danielsen

Akoni Danielsen, Principal Planner
Date: June 1, 2005

PREFACE

This document, the First Amendment to the Draft Environmental Impact Report (DEIR), together with the DEIR constitutes the Final Environmental Impact Report (FEIR) for the Goble Lane Mixed-Use Development Planned Development Rezoning project. The DEIR was circulated to affected public agencies and interested parties for a 45-day review period. This volume consists of comments received by the Lead Agency on the DEIR, responses to those comments, and revisions to the text of the DEIR.

In conformance with the CEQA Guidelines, the FEIR provides objective information regarding the environmental consequences of the proposed project. The FEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The FEIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those significant effects. According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) or subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

In accordance with the CEQA Guidelines, the FEIR will be made available to the public for ten days prior to the EIR certification hearing.

GOBLE LANE MIXED-USE DEVELOPMENT
PLANNED DEVELOPMENT REZONING
FIRST AMENDMENT TO THE DRAFT EIR

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I. LIST OF AGENCIES, GROUPS, & INDIVIDUALS RECEIVING THE DRAFT EIR

On April 22, 2005, the City of San José (Lead Agency) released for public review a Draft Environmental Impact Report (Draft EIR) on the Goble Lane Mixed-Use Development Planned Development Rezoning (PDC02-066/NR05-001). The DEIR circulated for a 45-day period to the following agencies, organizations, and individuals.

State Agencies

California Air Resources Board
California Department of Toxic Substances Control
California Department of Water Resources
California Integrated Waste Management Board
California Office of Historic Preservation
California Public Utilities Commission
California State Clearing House
California Department of Transportation (Caltrans)
Native American Heritage Commission

Regional Agencies and Local Agencies

Bay Area Air Quality Management District
Guadalupe-Coyote Reservoir Conservation District
Regional Water Quality Control Board
Santa Clara County Planning Department
Santa Clara County Roads and Airports
Santa Clara Valley Transportation Authority
Santa Clara Valley Water District
Metropolitan Transportation Commission
City of Campbell
City of Cupertino
City of Milpitas
City of Morgan Hill
City of Santa Clara
City of Saratoga
City of Sunnyvale
Town of Los Gatos
East Side Union High School District

Organizations

Pacific Bell
Pacific Gas & Electric
San José Water Company
Union Pacific Railroad

II. LIST OF COMMENT LETTERS RECEIVED ON THE DRAFT EIR

The following agencies, organizations and individuals submitted written comments on the Goble Lane Mixed-Use Development Planned Development Rezoning Draft EIR during the Draft EIR review period (April 22, 2005 through June 6, 2005). The table below identifies the date of the letter received. Comments that contain only administrative information (e.g., State Clearinghouse circulation acknowledgement) or opinions regarding the proposed project do not require substantive responses. Complete copies of all the letters and any attachments are presented in Section V. of this document.

	State Agencies	**Date of Letter**
A.	State of California, Department of Health Services	May 11, 2005
B.	State of California, Department of Fish and Game	May 23, 2005
C.	State of California, Department of Transportation	June 6, 2005
	Regional Agencies	
D.	Bay Area Air Quality Management District	May 13, 2005
E.	Bay Area Air Quality Management District	June 6, 2005
F.	Santa Clara Valley Water District	June 3, 2005
G.	County of Santa Clara, Roads and Airports Division	May 12, 2005
H.	Santa Clara Valley Transportation Agency	June 6, 2005

III. RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all the comments requiring responses contained in letters, emails, and phone calls received regarding the DEIR during the advertised 45-day review period. The comments are organized under headings containing the source of the comment and the date submitted. The specific comments have been excerpted from the letters and are presented as "Comment" with each response directly following. Each of the letters submitted to the City of San José is contained it its entirety in Section V of this document.

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies. Section I of this document lists all of the recipients of the DEIR.

All of the comment letters received are from public agencies, two of whom may be Responsible Agencies under CEQA for the proposed project. The CEQA Guidelines require that:

> A responsible agency or other public agency shall only make substantive comments regarding those activities involved in the project that are within an area of expertise of the agency or which are required to be carried out or approved by the responsible agency. Those comments shall be supported by specific documentation. [§15086(c)]

Regarding mitigation measures identified by commenting public agencies, the CEQA Guidelines state that:

> Prior to the close of the public review period, a responsible agency or trustee agency which has identified what the agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decisions, if any, on the project, the responsible or trustee agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible or trustee agency is not aware of mitigation measures that address identified effects, the responsible or trustee agency shall so state. [§15086(d)]

The CEQA Guidelines state that the lead agency shall evaluate comments on the environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response to those comments. The lead agency is required to provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an EIR. This First Amendment to the Draft EIR contains written responses to all comments made on the Draft EIR. Copies of this First Amendment have been supplied to all persons and agencies that submitted comments.

A. RESPONSE TO COMMENTS FROM STATE OF CALIFORNIA DEPARTMENT OF HEALTH SERVICES, DATED MAY 11, 2005

Comment A1: The project area, as indicated in the draft Environmental Impact Report (EIR), is within the service area of the San José Water Company (SJWC), a public water system under the jurisdiction of the Department of Health Services (Department).

It was indicated in SJWC's North First Street and Goble lane Initial Water Supply Assessment in Volume II of the draft EIR that in order to adequately serve the portion of the North First Street project, SJWC will need to add three new wells as a source of drinking water supply. Consequently, SJWC will need to apply for and obtain the necessary (amended) permits from the Department regarding any additions or changes to its system, in accordance with Section 116550(a), Article 7, Chapter 4, California Health and Safety Code (CHSC). This section specifies that no person operating a water system shall modify, add to or change his or her source of supply or method of treatment or change his or her distribution system as authorized by a valid permit issued to him or her by the Department, unless the person first submits an application to the Department and receives an amended permit as provided in this chapter authorizing the modification, addition or change in his or her source of supply or method of treatment.

Response A1: The comment pertains to wells stated as being needed for the North San José Development Policy project; not the Goble Lane Mixed Use Development project that is the subject of this EIR. Any new wells required would obtain permits from the Department Health Services, in accordance with Section 116550(a), Article 7, Chapter 4, California Health and Safety Code (CHSC).

B. RESPONSE TO COMMENTS FROM STATE OF CALIFORNIA DEPARTMENT OF FISH AND GAME, DATED MAY 23, 2005

Comment B1: The Department of Fish and Game (DFG) has reviewed the document for the subject project. We do not have specific comments regarding the proposed project and its effects on biological resources. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G)*. Therefore, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Santa Clara County Clerk on or before filing of the Notice of Determination for this project.

Response B1: The City will ensure the project proponent will comply with the requirements of Fish and Game Code Section 711.4(d) and require payment of the necessary environmental filing fee prior to filing the Notice of Determination for this project.

C. RESPONSES TO COMMENTS FROM THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, DATED JUNE 6, 2005

Comment C1: Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Highway Operations

EIR Volume I

Transportation Impacts, page vii & viii: All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring. The City of San José should meet with the developer to identify mitigation measures and associated fair share fees which are to be used to offset the significant traffic impacts to State facilities.

> **Response C1:** The Draft EIR does fully discuss the timing and physical extent of all proposed mitigation measures, with responsibility for financing and implementation resting with the project proponent, and monitoring oversight the responsibility of the City. As described in the Draft EIR, implementation of the project with mitigation will result in a less than significant impact to all City of San Jose and CMP study intersections. The Draft EIR also discloses the project will result in a significant unavoidable impact to three freeway segments. The improvements necessary to mitigate the freeway impacts are beyond the scope of a single development project, and no improvement project has been identified towards which a fair-share contribution could be made. Payment of money is not "mitigation" under CEQA, unless a mechanism exists to use the money to implement the specific mitigation measure(s). The comments are noted and will be considered by the City Council in their discussions and deliberations on the project. No further response is required, as this comment does not raise any questions regarding the adequacy of the Draft EIR.

Comment C2: Figure 3, Site Plan: The interior driveway to the proposed development appears to be too close to the proposed signalized intersection (I/S) at Monterey Rd./Raisch driveway. This interior driveway could impact northbound left-turn and southbound right-turn vehicles on Monterey Rd.

> **Response C2:** As described in the Draft EIR (page 7), the second project driveway will be located adjacent to the southern property line; there is not an interior driveway adjacent to the signalized intersection driveway. The existing Raisch driveway adjacent to the project site will be reconfigured so that the project site access and the Raisch driveway merge into one shared driveway that will form the west leg of a signalized intersection with Monterey Road. The south project driveway will have one lane entering the project site, one right turn lane out of the site, and two left turn lanes out of the site. Cars exiting the site to the southerly driveway will be controlled by a stop sign at the point it merges with the Raisch driveway.[1] Both project driveways will connect to a 52-foot wide interior loop road just beyond the retail buildings that provide access to the interior of the project site. This road will narrow to 48-feet at the cul-de-sacs.

Comment C3: Table 6, page 86: The 2000 Highway Capacity Manual (HCM) uses control delay and not average stopped delay as is shown in this table.

> **Response C3:** The comment is correct. Table 6 has been revised to reflect "Average Control Delay" rather than "Average Stopped Delay." The analysis and report conclusions remain

[1] The exact design of the shared southerly driveway will be subject to the review and approval of the Public Works Department.

unchanged with this edit. The revised Table 6 is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C4: Table 7, page 87: this table is from the Santa Clara Valley Transportation Authority (SCVTA) and not 2000 HCM.

Response C4: The density values for LOS A/B, B/C AND C/D are thresholds based on the HCM 2000; LOS D/E and E/F thresholds are modified from HCM 2000 to reflect Santa Clara County Conditions, per the VTA CMP Guidelines for Traffic Impact Analysis.

Comment C5: Existing Freeway Segment Operations, page 89: Please include SR-87 between Curtner Avenue and Capitol Expressway and SR-87 between Capitol Expressway and SR-85.

Response C5: The project traffic engineer, DKS, extended the analysis south of SR 87/Capitol Expressway to Capitol Expressway/SR 85. Based on the existing volumes and service levels and the number of project trips added, there would not be a significant impact on this freeway segment. A copy of the freeway segment analysis is provided in Section VI of this document. The freeway segment between Curtner Avenue and Capitol Expressway was analyzed as part of the Freeway Analysis (see Section 3.6 of the Traffic Impact Analysis).

Comment C6: Table 9, page 90: the Level of Service (LOS) data in this table does not match what is shown in SCVTA's 2002 Monitoring and Conformance Report dated April 2003. This table needs to be revised.

Response C6: The AM data was inadvertently copied to the PM peak hour table. This information was presented for information purposed only. The revised Table 9 is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C7: Table 10, page 91: Average delay does not match what is shown in the intersection analysis (Traffix) for intersection #18 and #22.

Response C7: Minor typographical errors in the EIR have been corrected. The revised Table 10 is provided in Section IV of this document. The corrections do not affect the impacts conclusions of the Draft EIR. A complete copy of the revised TIA will be provided to Caltrans.

Comment C8: Table 12, page 93: Explain why average delay has decreased at many of the intersections when comparing Project traffic to background traffic.

Response C8: Slight changes to the average delay (up and down) are not uncommon when using the HCM operations methodology for signalized intersections. The average delay per vehicle can actually decrease even with an increase in total vehicles passing through an intersection, based on whether the additional vehicles are affecting critical movements (i.e., left turns vs. through movements).

Comment C9: Table 12, page 93: Average delay does not match what is shown in the intersection analysis (Traffix) for intersection #4 and #22.

Response C9: Minor typographical errors in the EIR have been corrected. The revised Table 12 is provided in Section IV of this document. The corrections do not affect the impacts conclusions of the Draft EIR. A complete copy of the revised TIA will be provided to Caltrans.

Comment C10: Project Driveway Operations, page 95: The report states that this driveway will operate at LOS B in the A.M. and LOS C in the P.M. However, Table 12 shows LOS B for both A.M. and P.M. Which is correct? Also, need to include the intersection analysis (Traffix) for this intersection as it was not included in Volume III of this DEIR.

Response C10: The project driveway/Monterey Road intersection would operate at LOS B under both AM and PM peak hours. The text of the DEIR (page 95) and TIA (page 35) have been revised to clarify this issue, as shown in Section IV of this document. The Traffix LOS calculation sheets for this intersection are appended in Section VI of this document.

Comment C11: Table 25, page 134 & 135: Explain why average delay has decreased at many of the intersections when comparing Cumulative traffic to existing, background and Project traffic.

Response C11: The Cumulative condition includes the addition of the General Electric Project traffic (SCH #2004062104), which considers the rerouting of existing traffic thus reducing the overall traffic volumes at many intersections within the vicinity of the project. Appendix E of the TIA includes the General Electric Project Trips.

Comment C12: Table 25, page 134 & 135: The LOS does not match corresponding delay at many of the intersections. This table needs to be revised.

Response C12: Minor typographical errors in the EIR have been corrected. The corrections do not affect the impacts conclusions of the Draft EIR. The revised Table 25 is provided in Section IV of this document.

Comment C13: Table 25, page 135: Intersections #18 and #22 exceed the City of San José LOS standard. These intersections are being significantly impacted and mitigation measures need to be identified and implemented to reduce this impact to insignificant levels. If mitigation measures are not implemented, fair share fees should be collected.

Response C13: These two intersections are significantly impacted as a result of Cumulative growth. There are two projects included in the cumulative scenario - the proposed Goble Lane project and the GE Site commercial development. The project traffic will provide a considerable contribution to these cumulative impacts. Identified mitigation for these cumulative impacts is as follows:

SR87/Curtner Avenue (E) (#18): Convert the middle lane of the northbound off-ramp from a shared left-through lane to a shared left-through right-turn lane. The other two lanes, the exclusive left-turn and the exclusive right-turn remain unchanged. This would improve the level of service at this intersection to an acceptable LOS D. This improvement is included in the GE project as mitigation for that project's impact. The improvement would also mitigate the cumulative impact.

Monterey Road/Curtner Avenue (#22): This intersection LOS would be improved to an acceptable LOS D or better by adding a separate southbound left-turn pocket of 380 feet. Additional right-of-way may be required for this improvement. The City of San Jose currently has no improvements planned for this intersection and no mechanism in place to require individual projects to contribute a "fair share" towards mitigating the cumulative impact. Additionally, the payment of funds, if no improvements are planned, is not considered mitigation. For this reason, the cumulative traffic impacts are stated in the EIR as significant and unavoidable. The comments are noted and will be considered by the City Council in their discussions and deliberations on the project.

The text of the Draft EIR (page 137) has been revised to include this identified mitigation for cumulative impacts to intersections #18 and #22, as shown in Section IV of this document.

Comment C14: Cumulative Transportation Impacts, page 134-136: The cumulative scenario should include traffic generated by the Downtown Strategy 2000 project along with the traffic generated by the General Electric project. The traffic generated from these two developments, along with background and proposed project traffic, should be combined to form the traffic volumes used in the Cumulative conditions scenario. The Cumulative conditions traffic intersection analysis should be re-run with this data included and submitted for our review.

Response C14: The Downtown Strategy 2000 project is a long-term project anticipated to be developed over 20 or so years. In contrast, the Goble Lane project is anticipated to be completed on a much shorter timeframe (3-5 years). The City concluded detailed analysis of the combined effect of Downtown Strategy 2000 trips at buildout 20 or more years from now with the Goble Lane project trips would be somewhat speculative and overstate the level of congestion upon completion of the Goble Lane project. Nevertheless, the general patterns of traffic generated by the Downtown Strategy Plan were discussed in the cumulative traffic section of the Goble Lane EIR (DEIR page 136) and the roadway corridors most affected by Downtown Strategy Plan traffic were identified. It was concluded that study intersections along the shared study intersections on 10th Street corridor would not be significantly impacted by the cumulative traffic of the Goble Lane Mixed Use and the Downtown Strategy 2000 project. Traffic generated by the General Electric Project was considered under the Cumulative Condition.

Comment C15: Cumulative Freeway Segment Impacts, page 137: Need to identify and implement mitigation measures to offset this significant impact. If mitigation measures are not implemented, fair share fees should be collected.

Response C15: The DEIR includes the identification of the CMP Guidelines "Immediate Actions" that are to be implemented by the project as partial mitigation of freeway impacts. The selection of the final items from the list will be determined by the City of San José in coordination with the VTA at the Planned Development Permit stage. The City has no mechanism in place at this time for the project to make a "fair-share" contribution towards freeway improvements. For this reason, the project's impact on the three freeway segment remains significant and unavoidable (DEIR page 98). Please also see Response C1.

Comment C16: Cumulative Freeway Segment Impacts, page 137: Need to include the reasons why these intersections can not be mitigated. Fair share fees need to be collected to offset these significant impacts.

Response C16: Please see Responses C1 and C15.

Comment C17: EIR VOLUME II
Table 1, page 17: On page 16 the report states that the correlation between average control delay and level of service is contained in Table 1. In Table 1, delay is shown as Average Stopped Delay. Which delay is being used?

Response C17: Table 1 has been revised to reflect "Average Control Delay" in the title rather the "Average Stopped Delay". The corrections do not affect the impacts conclusions of the Draft EIR. The revised Table 1 is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C18: Figure 6: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #2, #3 and #9. Which volumes are correct?

Response C18: The intersection analysis and volumes shown on the TRAFFIX worksheets are correct. Changes have been made to the Figure 6 to reflect the correct turning movement volumes. The corrections do not affect the impacts conclusions of the Draft EIR. The revised Figure 6 (page 20) is provided in Section IV of this document.

Comment C19: Figure 7: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #1, and #22. Which volumes are correct?

Response C19: The intersection analysis and volumes shown on the TRAFFIX worksheets are correct. For intersection #22 the volumes do match and no edit is required. Changes have been made to the Figure 7 to reflect the correct turning movement volumes for intersection #1. The corrections do not affect the impacts conclusions of the Draft EIR. The revised Figure 7 (page 24) is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C20: 20. Figure 11: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #23, and #35. Which volumes are correct?

Response C20: The intersection analysis and volumes shown on the TRAFFIX worksheets are correct. Changes have been made to the Figure 11 to reflect the correct turning movement volumes. The corrections do not affect the impacts conclusions of the Draft EIR. The revised Figure 11 (page 33) is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C21: Monterey Highway & Raisch Driveway Access Alternatives, Alternative A, page 38: If this alternative is included in this project, mitigation measures must be included for the Monterey Rd./Lewis Rd. and Monterey Rd./Curtner Ave.-Tully Road intersections to offset this significant impact. If mitigation is not implemented, fair share fees should be collected.

Response C21: There is no significant LOS impacts identified at the intersections of Monterey/Lewis and Monterey/Curtner-Tully. Left-turn queuing is considered operational. Furthermore, operational improvements will be finalized at subsequent planning stages and

require further review and approval. The City will coordinate with Caltrans at that time, to resolve the potential operational issue raised in the comment.

Comment C22: Monterey Highway & Raisch Driveway Access Alternatives, Alternative B, page 39: If this alternative is included in this development project then mitigation measures must be included for the Monterey Rd./Pullman Way intersection to offset this significant impact. If mitigation is not implemented, fair share fees should be collected.

Response C22: The comment is noted. Because of extenuating circumstances regarding the use of Pullman Way for Raisch vehicles, this alternative was not analyzed in more detail. This alternative was unacceptable to the adjacent property owner (Raisch). This alternative access scheme is not the proposed project. If it were selected for approval by the City Council, then mitigation measures would be considered, as appropriate.

Comment C23: Monterey Highway & Raisch Driveway Access Alternatives, Alternative D, page 40: This is not a combination of Alternative A and C as is stated in the DEIR.

Response C23: Each of these Alternatives would provide main project access via a new traffic signal on Monterey Road at a single project entrance. Alternatives A and D restrict Raisch access to a separate right-in, right-out driveway, whereas Alternative C combines northbound Raisch traffic with project traffic. Alternative D is a combination of these two Alternatives, because a new traffic signal would be provided for northbound Raisch traffic as well as project traffic.

Comment C24: Left-turn Queue Analysis, page 40 of the TIA: Need to mitigate where the queues overflow left-turn storage on state highways.

Response C24: The City of San Jose does not have significance criteria for left-turn queue impacts. The information is provided for informational purposes only so that the City can make informed decisions regarding roadway operations when programming future capital improvements.

Comment C25: Figure 12: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #12, #17, #33 and #35. Which volumes are correct?

Response C25: The intersection analysis and TRAFFIX worksheets are correct. Changes have been made to the Figure 12 to reflect the correct turning movement volumes. The corrections do not affect the impacts conclusions of the Draft EIR The revised Figure 12 (page 46) is provided in Section IV of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C26: EIR VOLUME III Background Conditions: The intersection analysis for intersections #34 and #35 are missing. Please submit for our review.

Response C26: The Background Conditions LOS TRAFFIX sheets for Intersections #34 and #35 are provided in Section VI of this document.

Comment C27: Project Conditions: The intersection analysis for intersection #42 is missing. Please submit one for our review.

Response C27: The Project and Cumulative Conditions LOS TRAFFIX sheets for Intersection #42 are provided in Section VI of this document. A complete copy of the revised TIA will be provided to Caltrans.

Comment C28: Cumulative Conditions: The intersection analysis for intersection #42 is missing. Please submit for our review.

Response C28: For consistency, Cumulative Condition volumes were added only at those intersections that were also analyzed in the GE Traffic Report (SCH #2004062104).

Comment C29: Existing Intersection Turning Movement Counts: The existing intersection turning movement counts for all studied intersections are missing. Please provide for our review.

Response C29: The Traffic Impact Analysis includes existing intersection turning movement count sheets for those intersections counted by DKS. Electronic-only versions of the remaining counts were provided to the EIR authors by the City of San Jose. The TRAFFIX worksheets in the TIA appendix (Volume III) include all existing traffic counts that were used in the analysis.

Comment C30: Existing Intersection Turning Movement Counts: The turning movement count volumes do not match volumes used in the intersection analysis for the following intersections, #9 and #10. Please revise the intersection analysis and re-submit for our review.

Response C30: The intersection turning movement volumes used for the intersection analysis were adjusted to reflect actual existing geometry and allowable turning movements.

Comment C31: ATI Sheets and Approved Projects Trips: Approved trips do not match approved trips used in the intersection analysis. Please revise the intersection analysis and re-submit for our review.

Response C31: Trips generated by other Approved Projects were added to the ATI Sheets provided by the City of San Jose staff. Trips from the Tully Road Medical Project, Venetian Terrace Project and Paloma Centre were added to the ATI traffic volumes as part of the background traffic condition. The ATI sheets for these approved trips are provided in Section VI of this document.

Comment C32: Pending Project Trips: What are these project trips for? If these additional traffic volumes are expected, the intersections analysis should be revised and re-submitted for our review with these additional volumes included.

Response C32: The Cumulative Condition includes the traffic expected by the General Electric Project (Pending Project, SCH#2004062104), which is the only pending near-term development project that was evaluated and found to share study intersections with the Goble Lane project. The ATI sheets for the GE (pending) project are provided in Section VI of this document.

Comment C33: Forecasting
LOS Threshold for basic Freeway Segment in Highway Capacity Manual (HCM) 2000 – Appendix C, Volume II, Table 17: The Level of Service Freeway Segment is inconsistent with the LOS thresholds of basic freeway segments when compared with the HCM 2000. The HCM 2000 shows a much lower threshold for LOS D, E & F. Specifically, note the much higher threshold for LOS F in Table 17. This would create misleading outcomes by reducing the number of basic freeway segments at LOS F. Please revise the traffic impact analysis and associated mitigation measures accordingly and submit for our review and comment.

LOS	Density in Table 17	Density in HCM 2000
D	46	35
E	58	45
F	>58	>45

Response C33: This comment is correct that the information in Table 17 of the TIA and in the DEIR is not consistent with densities identified in HCM 2000. The difference is due to the adjustment of the densities in the methodology developed for the Santa Clara County Congestion Management Program. The VTA (2004 Monitoring Report, Table 5.2) has modified the HCM thresholds to more accurately reflect conditions within Santa Clara County. The traffic analysis for the project used the thresholds consistent with the VTA.

Comment C34: Measurement of Effectiveness for Signalized Intersection in HCM 2000 Appendix C, Volume III, table 1: The latest measurement of effectiveness (MOE) should be used to determine the signalized intersection LOS. The average controlled delay per vehicle, as used in the HCM 2000, should be used instead of the average stopped delay per vehicle as shown in the report, which is based upon HCM 1994 & 1985.

Response C34: The Average Controlled Delay was used to determine the LOS at study intersections. Table 1 has been revised to reflect "Average Control Delay" rather than "Average Stopped Delay." The analysis and report conclusions remain unchanged with this edit. A complete copy of the revised TIA will be provided to Caltrans.

Comment C35: Cumulative Traffic Condition Appendix C, Volume II: Please provide the traffic impact analysis of basic freeway segments and intersections under Cumulative conditions. Do the Cumulative conditions include Project conditions? If not, the report should include Cumulative plus Project conditions. Of interest, we note and believe that the "Cumulative condition" in Appendix F, Volume III is actually the "Future Growth condition" as shown in Figure 21. On page 70, traffic under the Future Growth condition applied 1.2 percent per year to the project opening year 2009. This was added to the Existing condition. This should not be the Cumulative condition.

Response C35: The growth factor was applied to satisfy the VTA CMP analysis criteria to conduct a "Future Growth " scenario analysis. The City of San Jose criteria specifies the use of pending projects (as opposed to a growth factor) to conduct a cumulative analysis. The cumulative freeway scenario, as part of the EIR, conforms to the requirements of the VTA consistent with all other City of San Jose projects.

Comment C36: Spell out the Forecasting Year for Various Traffic Conditions Please revise the report to show the year in conjunction with the traffic volumes under background conditions and

Cumulative conditions. Is 2009 the year of the Cumulative condition and the Future Growth condition? If so, this is too short-term.

Response C36: Although the specific year is not known, the traffic analysis assumes future traffic conditions under background conditions would occur in the short-term (2-3 years). It is not generally the City's practice to assign specific years to traffic scenarios when conducting project-level traffic studies.

Comment C37: Additional comments, if any, from our Environmental Engineering and Project Management Branches will be forwarded as soon as they are received.

Response C37: The comment is noted. No additional comments were received from the Caltrans branches noted above during the EIR public comment period or during preparation of the First Amendment.

D. RESPONSES TO COMMENTS FROM BAY AREA AIR QUALITY MANAGEMENT DISTRICT, DATED MAY 13, 2005

Comment D1: According to the DEIR (on page 11) it states that the General Plan was amended (approved in June 2004) for the development of the project at this proposed density. Was there an environmental review of the effects of this amendment and, if so, what did it say about this project's affect on inducing substantial growth? I could not find anything in the Land Use section of the DEIR that talked about this threshold of significance.

Response D1: An EIR (SCH#2002052071) for the Goble Lane Housing General Plan/Specific Plan Amendments was certified in October 2002 that addressed the growth-inducing impact of the then-proposed change in land use of the project site. The 2002 General Plan amendment EIR described how the site is located at an infill location; it has previously been developed, and is already served by existing infrastructure. The EIR also described how there is an existing shortage of housing in Santa Clara County, particularly affordable housing. The redesignation of urban land for higher residential densities would permit the construction of more high-density residential units than previously was allowed in San José. To the extent that these units are occupied by people who move to Santa Clara County from outside the County, this is new growth. To the extent that these units are occupied by people who are sharing units or are commuting to Santa Clara County from elsewhere, they may not be considered economic or population growth, as defined by CEQA. The project will not induce growth in an area where urbanization is not already planned; it will not create a precedent for growth outside the existing urban envelope; and it will not create a significant demand for new infrastructure in an area where urban infrastructure does not already exist. For these reasons, the General Plan amendment was not considered to have a significant growth-inducing impact.

Comment D2: The Air Quality Impact Analysis in Appendix D (page 17) states that the project would have a significant cumulative impact on air quality because it would "require a General Plan amendment, and the Vehicle Miles Traveled under the proposed designation is substantially higher than under the existing designation." Could you please clarify whether this is the case?

Response D2: The noted language on page 17 of Appendix D is a typographical error. As described in the text of the DEIR (page 136) the proposed project is consistent with the General Plan land use designation for the site and the City's General Plan is generally consistent with the regional air quality plan, since it demonstrates reasonable efforts to implement the Transportation Control Measures listed in the BAAQMD guidelines. Furthermore, the proposed PD rezoning that is subject of the DEIR was found to not result in project-specific air quality impacts. For these reasons, the project would not contribute to a significant cumulative air quality impact. The text of Appendix D will be revised to clarify this issue, as a part of the First Amendment to the Draft EIR.

Comment D3: Also, why was Alternative C not recommended in the DEIR? It states in the DEIR that it meets the project's objectives, is feasible from a construction standpoint, and is the environmentally superior alternative.

Response D3: According to the CEQA Guidelines (Section 15126.6), an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR shall also identify an environmentally superior alternative among the alternatives. The DEIR evaluates five alternatives, including the No Project Alternative, and identifies Alternative C as the environmentally superior alternative. It is not the purpose of an EIR to "recommend" an alternative, but rather to disclose a reasonable range of alternatives to be evaluated by decision-makers in their consideration of the proposed project. A recommendation regarding the project will be made to the City Council by the Director of Planning separate from the EIR process, which may address the alternative recommended by the commentor.

E. RESPONSES TO COMMENTS FROM BAY AREA AIR QUALITY MANAGEMENT DISTRICT, DATED JUNE 6, 2005

Comment E1: The Bay Area Air Quality Management District (District) has received your agency's Draft Environmental Impact Report (DEIR) for the Goble Lane Mixed Use Development project. The Goble Lane Mixed Use Development project proposes to demolish existing structures on a 29.5-acre site and construct up to 18,000 square feet of commercial retail, a 2.0-acre public park, and up to 969 residential units, consisting of single-family detached residences, townhouses, condominiums, and market rate and affordable apartment units. On March 10, 2005, we submitted a comment letter to your agency in response to the Notice of Preparation for this DEIR, and we have the following additional comments on ways to minimize potential air quality impacts.

Response E1: Responses to specific comments are provided below.

Comment E2: The District strongly supports the City of San José's effort to locate more housing closer to transit, particularly in urbanized areas. Shifting housing and jobs away from greenfield development towards in-fill and redevelopment can decrease dependence on automobiles for work trips, thereby reducing overall motor vehicle emissions. While we support the City's efforts to promote infill and transit oriented development, District staff urge the City to carefully consider the design of the project. Currently, the DEIR identifies a significant unavoidable impact as a result of locating sensitive receptors within 500 feet of the Raisch Products asphalt plant and exposing them to

potential odor impacts. District staff urge the City to adopt Alternative C: Site Design Alternative. This alternative minimizes potential odor impacts from the plant by increasing the distance between the two land uses. The DEIR also identifies this alternative as the environmentally superior alternative.

Response E2: The District's comments are noted and will be considered by the City Council in their discussions and deliberations on the project. No further response is required, as this comment does not raise any questions regarding the adequacy of the Draft EIR, but rather the district's recommendation as to what decision Council should make when considering the project. The Council must adopt findings as required by CEQA should it choose to reject alternatives that avoid or lessen identified significant impacts.

Comment E3: The DEIR states that all soils on the project site are contaminated with lead, diesel, motor oil, and/or benzene and will be excavated to a depth where clean soil is known to occur. We recommend that the Final Environmental Impact Report state the exact process for excavating and transporting this soil. Please note that aeration of contaminated soil may require a District permit. For questions regarding District permit requirements for soil aeration, please contact Air Quality Engineer Robert Cave at (415) 749-5048 or at rcave@baaqmd.gov.

Response E3: The exact process for excavating and transporting contaminated soil has not been determined at this time. Prior to issuance of grading permits, on-site soils will be further sampled to evaluate appropriate handling and disposal requirements. Excavation and transportation of the soil will be conducted in conformance with all local, state, and federal requirements, including BAAQMD permits, as needed. The text of the DEIR (page 73) has been revised to include this clarification, as shown in Section IV of this First Amendment to the Draft EIR.

Comment E4: The DEIR concluded that the project would not cause a significant increase in peak-hour load factors on transit vehicles assuming a "typical transit mode share of one or two percent." The Santa Clara Valley Transportation Authority (VTA) notes on page 97 of its Valley Transportation Plan 2020 that 3.8 percent of all Santa Clara County home-based work trips are made using transit. The project location is also relatively close to employment areas, such as Downtown San José, which have good access to transit. This could lead to even higher transit usage among project residents. We recommend that the City work with VTA to encourage transit connectivity, provide adequate service, monitor for potential crowding and adjust service as necessary. We also encourage the City to promote transit ridership at the project by requiring or requesting the developer to provide transit passes, such as EcoPass, to all residents and employees of the project.

If you have any questions regarding these comments, please contact Doug Kolozsvari, Environmental Planner, at (415) 749-4602.

Response E4: The comment is noted and will be considered by the City Council in their discussions and deliberations on the project. The recommended mitigation measures have been added as possible additional measures that the City could require of the project, to encourage transit use. The text of the DEIR (page 98) has been revised to include this clarification, as shown in Section IV of this First Amendment to the Draft EIR.

F. RESPONSE TO COMMENTS FROM COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT, DATED MAY 12, 2005

Comment F1: We have received and reviewed the Draft Environmental Impact Report for the Goble Lane Mixed Use Planned Development Zoning on April 26, 2005. The following are our comments:

The Environmental Impact Report should analyze Level of Service on Almaden Expressway, south of Curtner Ave. and Capitol Expressway at Snell and the on/off ramp at Highway 87.

> **Response F1:** The City staff and project traffic consultant performed a CMP Transportation Impact Analysis (TIA) on all County identified facilities within the project study area that were most likely to be impacted by the proposed project. The selection of roadway facilities to analyze was based upon the VTA CMP methodology. Based on the project trip generation and assignment, no project traffic (0 trips) was anticipated along Almaden Expressway (south of Curtner Avenue), Capitol Expressway at Snell Avenue and the on/off ramps at Highway 87. For these reasons, the levels of service at the intersections noted in the comment were not required to be evaluated as part of the TIA.

Comment F2: The project proponent should provide a Traffic Impact Analysis on all County identified facilities. Mitigations should be offered for any identified adverse impacts.

> **Response F2:** Please refer to Response F1.

Comment F3: Provide a copy of your Final EIR for our review and comments.

> **Response F3:** As required by CEQA, all persons who provide written comments on the Draft EIR will receive a copy Final EIR for review and comment a minimum of 10 days prior to the Planning Commission meeting.

G. RESPONSES TO COMMENTS FROM SANTA CLARA VALLEY WATER DISTRICT, DATED JUNE 3, 2005

Comment G1: The Santa Clara Valley Water District (District) has reviewed the Goble Lane Mixed-Use Development draft Environment Impact Report (DEIR) for the Planned Development Rezoning of a 29.5 acre site, located at the southwest corner of Monterey Road and Goble Lane, from R-MH-Residential Mobile Home Park, HI-Heavy Industrial, and LI-Light Industrial Zoning District to allow the demolition of the existing industrial and commercial buildings and mobile home park for the development of up to 18,000 square feet of commercial retail, two-acre park, and 969 residential units.

The subsurface of the project site is bounded by the Santa Clara Valley Unconfined subbasin to the east and a bedrock zone to the west and north. Groundwater in the area is between 30 and 50 feet below ground surface (bgs). The groundwater gradient in the area is to the north, and there is a strong downward vertical gradient from shallow to deep groundwater. Taking some of these factors into consideration, the DEIR raises a few issues which present a moderate environment impact, general statements and assumptions made throughout the DEIR that do not fully address groundwater quality issues.

Response G1: Responses to specific comments are provided below.

Comment G2: Page 47 indicates a drainage ditch along the property line at the northerly corner of the site which drains to a large storm drain located on the north side of the Goble Lane. During construction, Best Management Practices (BMPs) should be implemented to ensure the channel does not erode or serve as a conduit for carrying construction debris, silts, hazardous materials, etc., into the storm drain which ultimately makes its way to Coyote Creek to the east.

Response G2: Pages 52-53 of the DEIR describe the best management practices (BMPs) proposed as mitigation for stormwater quality impacts, both during and post- construction to ensure the described scenario does not occur.

Comment G3: Under the Hydrology section, page 47, use of vegetated swales and a retention pond are planned to mitigate runoff from parking lots and hardscape areas. These are expected to detain storm water runoff, filter suspended solids and filter water through the subsoil. Using swales or retention ponds to mitigate any contaminants in runoff in an area of potential hydraulic connectivity between the shallow and deeper aquifers may create an undesired risk to future drinking water sources. A more detailed description regarding the implementation of BMPs for the construction and maintenance of these facilities should be included that demonstrates the protection of the groundwater basin.

Response G3: Use of vegetated swales and a retention pond are planned to mitigate runoff from parking lots and hardscape areas. Subdrains with filter fabric and sand filters are proposed for landscape and ponding area to prevent standing water. It is not intended that localized storm water runoff from parking lots would drain to the aquifers.

Comment G4: Page 49 describes the development of a two-acre public park close to Monterey Road (east side of property), to help mitigate runoff from the interior public streets. As described above, the same concerns regarding this type of facility still apply. Where the DEIR states that the "pollutants can be removed when the grass turf is cut" is not entirely accurate. Studies have shown that depending on the type of contaminant, grass type, and other factors, some contaminants like metals are only taken up by the root system and not by the plant or in this case the grass itself. Therefore, simply cutting the grass will not necessarily mitigate any contamination deposited by runoff into this facility. Once the root system has reached a steady state, the amount of expected influent contamination will equal the amount of effluent contamination, possibly infiltrating through the soils and potentially contaminating deeper aquifers. The use of these types of facilities should be investigated further and alternatives presented.

Response G4: The two-acre park will be used to mitigate runoff from the interior public streets. The goal is to reduce the volume of storm water runoff from the site and ensure that only clean water is allowed into the subsurface. Several studies need to be performed to accomplish the goal, including soil analysis of percolation rates, ability to remove various contaminants, groundwater level at the site, effect of sand filters and mechanical devices, and determination of which plants, trees and grasses which are shown to be most effective. All studies will be prepared to the satisfaction of the Director of Planning and provided to the SCVWD for review and comment prior to development of final grading plans. The text of the DEIR (page 52) has been revised to include these studies in the mitigation measures for the project, as shown in Section IV of this First Amendment to the Draft EIR.

Comment G5: A general assumption is made in paragraph four of page 49, stating that the water table is 50 feet bgs, and it is, therefore, possible to reduce the amount of runoff discharged to the undersized storm drain along Monterey Road by allowing any excess runoff to percolate on site. However, it is unclear if the percolation rates for the site have been determined. Solely relying on percolation to mitigate any additional rainfall runoff not accommodated by the storm drain can lead to overflow conditions and excessive contaminant migration.

As stated in the last paragraph of page 49, a 30-feet deep pond is planned for construction at the northwestern section of the development to help mitigate runoff from the western cul-de-sac area and runoff from Communication Hill on the west side of the railroad tracks. It is unclear how the subdrain system in the pond will be constructed to meter out water to the storm drain lines on Monterey Road and prevent standing water. By definition the pond will hold water which can potentially contaminate shallow and deeper groundwater in that area which is susceptible to deep infiltration due to the bedrock formation as mentioned above.

> **Response G5:** As described in the above Responses 2-4, additional investigation, including determining percolation rates, will be conducted as a part of the final planning of the storm water management system for the project. Testing of the surface runoff will also be done to determine level of contaminants. The studies will be prepared to the satisfaction of the Director of Planning and the results of these studies will be submitted to SCVWD for review and comment prior to development of the final grading plans. In the event percolation is found to not be feasible, then the project will be required to provide alternate drainage and stormwater quality control features to drain to the City's storm drain system, which may require upsizing of the storm drain lines in Monterey Road.
>
> The 30-foot deep description of the proposed storm water detention pond is a typographical error. To clarify, the pond in the northwest corner of the site will be 3 feet deep pond with subdrains. The text of the DEIR (page 49) has been revised to clarify this statement in Section IV of this First Amendment to the Draft EIR.

Comment G6: Under the Water Quality impacts section on page 51, the DEIR states that as a result of the planned runoff mitigation measures (or percolation), "the proposed project is anticipated to reduce the storm water pollutant levels below the current existing levels." Relying on percolation to mitigate runoff contamination should not be the only alternative proposed, for the reasons stated above. Further alternatives should be investigated and presented prior to implementation, and BMPs should be instituted to demonstrate the protection of the groundwater basin.

> **Response G6:** The DEIR states that future storm water pollutant levels will be below existing levels, because the existing site has no storm water pollution prevention features. Percolation is being proposed, but it will only be implemented if it can be demonstrated to SCVWD and the State of California that the percolated water quality will be acceptable into the ground water. The project proposes sand filters, fabric filters, publicly-maintained concrete holding vaults, and absorbent pillows. Alternatives are to be investigated if the approach described above proves infeasible and Best Management procedures followed to ensure that the groundwater quality is not compromised.

Comment G7: Under Hazardous Material section on page 65, there is reference made to a Phase 1 Environmental Assessment prepared in 2002. Soil samples collected and analyzed for VOCs and

PCBs resulted in non detectable levels "above acceptable levels." It is unclear what acceptable levels are in this section. For instance, were these compared to preliminary remediation goals (PRGs) or environmental screening levels (ESLs)? The significance to groundwater here is that depending on location, future construction may impact these areas and storm water runoff may come into contact with this material and if diverted, it could migrate by infiltration to the subbasin. A more thorough explanation of the contaminant detections encountered and at which depths and horizontal extent should be included in this section.

> **Response G7:** To clarify the statement on page 65 of the DEIR, "Based on laboratory analysis of two soil samples collected near the south/southwestern property boundary (near the railroad tracks), volatile organic compounds (VOCs) and polychlorinated biphenyls (PCBs) were not detected above acceptable levels" should have stated "....volatile organic compounds (VOCs) and polychlorinated biphenyls (PCBs) were not detected *above laboratory reporting limits*." VOCs and PCBs, therefore, are not present to pose any substantial risk to groundwater. The text of the DEIR (page 65) has been revised to clarify this statement in Section IV of this First Amendment to the Draft EIR.

Comment G8: Similarly, concerns over section "Mitigation and Avoidance Measures for Hazardous Materials Impacts" on page 73, are raised, which states that any source removal will be limited to no more than 5 feet bgs. However, often the extent of contamination at fuel release sites can not be determined until actual construction/excavation takes place and further contamination becomes apparent. The DEIR should not limit its source mitigation measures to 5 feet bgs since deeper contamination may exist and potentially impact shallow and subsequently deeper groundwater.

> **Response G8:** While soil sampling conducted on-site indicates that excavation to five foot depth would remove all contaminated soil, the mitigation measure in the DEIR has been revised to remove the five foot excavation limitation and state that all contaminated soil at concentrations above residential thresholds will be excavated to a depth where clean soil is known to occur. The text of the DEIR (page 73) has been revised to clarify this statement in Section IV of this First Amendment to the Draft EIR.

Comment G9: The district's water supply planning efforts are based upon projected growth and development included in the City's General Plan together with consideration of regional growth projections from the Association of Bay Area Governments (ABAG). Changes in General Plan and regional growth projections and major new development can have a significant impact on water supply availability and reliability if the projected increase in water demand has not been considered. The District's Integrated Water Resources Planning Study (IWRP 2003) identified water supply shortfalls during dry years now and into the future. IWRP 2003 provides a planning framework for investment decisions and future water supplies to meet these shortfalls. Through the District's Integrated Water Resources Planning 2003 (IWRP) and additional analysis, we have identified the need for additional water supply investments to protect and improve supply reliability. The 2005 projections from ABAG show increases in housing and jobs after 2020 and allows for "smart growth" within the region. The proposed project increases demand by approximately 200 acre-feet per year. The DEIR identifies water supply as a less than significant impact.

The DEIR includes an initial water supply assessment (WSA) prepared by the San José Water Company. Water Code Section 10910 (SB 610) indicates that the WSA should be completed prior to the issuance of a DEIR. The Water Code requires documentation that projected water supplies satisfy the demands of the project. If the City determines that water supplies will not be sufficient,

the City must include that determination in its finding for the project. The sources of supply identified in the Initial WSA (undated attached in DEIR Appendix G) appears to be primarily groundwater. The Initial WSA also shows significantly increased groundwater pumping into the future by San José Water Company to accommodate other growth in their service area. The District has not planned for this increase in groundwater pumping and is working with San José Water Company to decrease their overall reliance on groundwater and accommodate more demand growth by using treated water.

The Initial WSA indicates that the District has sufficient supplies to the needs of the County through 2020. This statement was taken from the Districts previous Urban Water Management Plan (2000) and did not include this and other growth in demand. The WSA incorrectly concludes that the future of San José Water Companies water supply is secure for years to come. IWRP 2003 identifies shortfalls likely to occur during drought periods which in all likelihood would be increased by this development. The Initial WSA should be revised to identify the actual new source of water (groundwater needs to be replenished) and whether additional recharge capacity is needed if groundwater is the source. Other potential water sources could be considered similar to those considered under the water portfolios used in IRWP 2003.

A revision to the water supply assessment should be prepared by the retailer to properly address this concern. Based upon the final water supply assessment, we recommend that additional mitigation measures be required to address the impact.

Additional supply and infrastructure investments will be needed to meet the demand during dry years. The District and local water retailers are currently preparing their 2005 Urban Water Management Plans (UWMP 2005) to be submitted to the Department of Water Resources by December 31, 2005. For the District's UWMP 2005, projected water demands will be based upon the City's General Plan. This additional demand will need to be incorporated into the UWMP and all future water supply planning studies to ensure that appropriate investments are undertaken to ensure supply reliability for this project and the region. We recommend that this be included as a mitigation measure.

> **Response G9:** The DEIR discussion was based upon a preliminary Water Supply Assessment. A Final Water Supply Assessment (WSA) for the proposed project was formally approved by the San Jose Water Company (SJWC) on June 1, 2005.[2] Water Code Section 10911(b) requires that a water supply assessment, when required pursuant to Public Resources Code 21151.9 and Water Code Section 10910, be included in the environmental impact report (EIR). See also CEQA Guidelines Section 15083.5(d). Water Code Section 10910 does not stipulate that the water supply assessment be completed prior to issuance of the Draft EIR. The WSA concluded that the additional demand created by the proposed Goble Lane project (192 AF/year) would have a minimal impact on the existing distribution system and that SJWC would be able to adequately supply the project without any additional source of supply or system operation changes. A copy of the approved WSA is appended in Section VI of this document. According to the WSA, the project demand was assumed to be part of the already estimated future growth of the service area, since it represents only 3.3% of the estimated total demand increase from 2005 to 2010. The additional water demand of the project would be included in the SJWC's future water supply planning.

[2] The Final Water Supply Assessment (WSA) for the proposed project was completed and forwarded to the SCVWD on May 23, 2005.

The Final WSA does identify water supply vulnerability during drought conditions and acknowledges the District's 2003 IWRP predicted shortages, the frequency and magnitude of which will be increased by the project. Water supply planning for critical dry periods is addressed in the 2003 IWRP Implementation Plan Preferred Strategy, which is designed to meet a critical dry period shortage level of up to 100,000 AF. The Preferred Strategy outlines three action programs: minimum, intermediate, and maximum. These programs correspond to a range of potential future shortage levels. The IWRP Preferred Strategy minimum action program is comprised of core elements that include, but are not limited to the achieving 46,000 af/year conservation; achieving 14,400 af/year non-potable recycling; and establishing a Municipal and Industrial (M&I) shortage policy for Central Valley Project (CVP) supplies.

The District is currently pursuing the intermediate action program, which includes the core elements, plus water banking outside of Santa Clara County during wet and normal years, distribution of non-potable recycled water for urban and agricultural irrigation and industrial reuse; voluntary water conservation; and purchase of long-term transfers. The IWRP identified certain events (triggers) or circumstances that could have a significant impact on either the baseline water supply conditions or the performance of the preferred strategy and a menu of contingency responses (actions) that could be implemented to adjust the strategy accordingly. The responding actions include additional water banking, additional non-potable recycling; indirect potable recycling; additional water conservation; additional short-term and long-term water transfers; and additional surface storage. Through identification of the contingency triggers and actions, the IWRP provides adaptability to future uncertainties in water supply.

According to the WSA, in the event of a dry water year, SJWC will employ water-use efficiency or demand management measures which are outlined in the WSA and enact the existing Water Shortage Contingency Plan (a copy of this plan is included in WSA's Appendix E) written in January 1992. In the event of a drought, this plan spells out a mandatory water rationing plan approved by the District. The plan defines prohibited uses of water, possible penalties and an enforcement mechanism. This plan includes both voluntary and mandatory components and addresses shortages up to 50%.

The text of the DEIR (page 126) has been revised to include this expanded discussion of the project's water long-term demand and supply. The revised text is provided in Section IV of this First Amendment to the Draft EIR.

Comment G10: We also recommend that a Mitigation Measure be proposed for the City to require that all new residential and commercial development incorporate water conservation measures and use of recycled water both indoor and outdoor to the maximum extent practicable. This includes such water saving measures as the use of recycled water for irrigation, and the most current water conserving technologies/practices available, such as:

- Construction standards that require high-efficiency fixtures (for example, high-efficiency 1.2 gallons-per-flush toilets).
- Construction standards that require high-efficiency devices for outdoor water uses (such as self-adjusting weather-based irrigation controllers).
- Enforcement of the City's Model Efficient Landscape Ordinance (as per AB 325 1990).

- Dual plumbing for interior recycled water use.
- Promotion and use of drought tolerant and native plantings in landscaping.

Additionally, all new development should be in compliance with the Green Building Policies (LTS). Additional information on latest developments in water conservation can be obtained from Mr. Hossein Ashkorab in the District's Water Use Efficiency Unit.

Recycled water should be required for all new construction, including landscape irrigation, ornamental features (fountains, ponds); and potential toilet flushing in hotels and industrial uses. We understand that this is consistent with the City's General Plan goals and we recommend maximizing recycled water usage.

Response G10: The City and project proponent acknowledge the need for water conservation and maximized use of recycled water. For this reason, the following mitigation measures are proposed by the project, as recommended in the Comment.

- Project construction will include installation of dual piping (including purple pipe) to landscape areas, so that the project can easily switch to recycled water use, when it is available to the site.
- The project will include high-efficiency fixtures (e.g., 1.2 gallons-per-flush toilets).
- The project will include high-efficiency devices for outdoor water uses (i.e., self-adjusting weather-based irrigation controllers).
- Project landscaping will use drought tolerant and native plantings, as recommended in the City's Model Efficient Landscape Ordinance (as per AB 325 1990).

The text of the DEIR (page 126) has been revised to include these measures, as shown in Section IV of this First Amendment to the Draft EIR.

While not proposed by the project proponent, the following measure is identified in the EIR as a possible additional measure that the City could consider requiring of the project to reduce water demand of the project.

- Dual plumbing for interior recycled water use.

The text of the DEIR (page 128) has been revised to include these measures, as shown in Section IV of this First Amendment to the Draft EIR.

The above measures will reduce the project's increased demand for water and, thereby, the SJ Water Company's need for groundwater pumping. The text of the DEIR has been revised to include the mitigation measures recommended in the comment letter. The revised text is included in Section IV of this document. A copy of the Final Water Supply Assessment is included in Section VI of this document.

Comment G11: The cumulative impacts section should also consider water supply a significant impact based upon the potential to increase water shortages during dry years thereby decreasing regional water supply reliability.

Response G11: According to the Final Water Supply Assessment adopted by the San José Water Company for the Goble Lane project, the proposed project is anticipated to increase long-term demands for water supply by 192 AF/year. The project demand was assumed to be part of the already estimated future growth of the service area, since it represents only 3.3% of the estimated total demand increase from 2005 to 2010. The project may further reduce its water demand through proposed measures to maximize recycled water use and conserve water (described in Section II, K, page 126). The project proposes high-density infill development, which minimizes water use. Project construction will include installation of dual piping (purple pipe) to landscape areas, so that the project can easily switch to recycled water use, when it is available to the site. For these reasons, the project is not expected to make a cumulatively considerable contribution to a cumulative water supply impact. The text of the DEIR (page 137) has been revised to include a discussion of the project's contribution to the cumulative water supply impact, as shown in Section IV of this First Amendment to the Draft EIR.

H. RESPONSES TO COMMENTS FROM SANTA CLARA VALLEY TRANSPORTATION AGENCY, DATED JUNE 6, 2005

Comment H1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Planned Development Rezoning for 18,000 square feet of commercial development and 969 residential units at the southwest corner of Monterey Road and Goble Lane. We have the following comments.

On-Site Planning and Design

VTA commends the planned development of below-grade parking structure beneath residential buildings for the majority of vehicle parking. VTA also commends the planned mix-use development fronting Monterey Highway, including ground level neighborhood serving retail with residential units above, and retail parking located to the rear of the buildings.

Previous Comments:

VTA previously commented on this development site in letters dated March 27, 2005 and November 7, 2002. Key recommendations included in the March 17, 2005 letter, which are still relevant to this project, are repeated as follows:

Mixed Land Uses and High Density Development

VTA recommends developing this site at the maximum possible density, or at least 40 du/ac, which is consistent with the recommendations of Appendix D (page D-3) of VTA's Community Design & Transportation (CDT) Guidelines for Bus Rapid Transit Corridors. VTA supports the proposed mix-use development to include both residential and commercial retail at the site. As discussed in the CDT Guidelines, VTA encourages developments that provide a mix of compatible land uses within walking distance of each other in order to foster lively pedestrian environments and ultimately reduce the need for automobile travel, thereby enhancing the local community.

Response H1: The District's recommendations are noted and will be implemented, as appropriate, during final design. Detailed project plans provided as part of the PD permit application will be forwarded to the District for comment when available.

Comment H2: Building Orientation, Parking, and Pedestrian Connectivity

VTA recommends that future residential units at this site be oriented to the internal street network as much as is possible, with minimum setbacks and parking to the rear of buildings. VTA commends the plan to develop commercial buildings that front Monterey Road, and also encourages the incorporation of thoughtful pedestrian connectivity into the site design to minimize walking distances to planned retail or personal services on the site, as well as to provide convenient connections to area transit stops.

Response H2: The District's recommendations are noted and will be implemented, as appropriate, during final design. Detailed project plans provided as part of the PD permit application will be forwarded to the District for comment when available.

Comment H3: Bus Rapid Transit Support

This site is located along a potential future VTA Bus Rapid Transit (BRT) Corridor. Therefore, the site design should ensure unobstructed pedestrian access between site buildings and the adjacent sidewalk on Monterey Road to ensure easy access to nearby transit stops. The site design should also afford sufficient pedestrian right-of-way along Monterey Road to allow for potential further development of the location as a Bus Rapid Transit stop. Future developments at this site should include transit supportive sidewalks and street structures appropriate for the operation of 60-foot articulated buses. (For example, this may be achieved with the provision of a bulb out at the bus stop, a minimum 8 ft x 40 ft sidewalk, plus a 10 ft x 75 ft PCC bus pad, constructed via monolithic pour including curb and gutter.)

Additionally, relevant, summarized excerpts from the November 7, 2002 letter are also repeated as follows:

Due to the proximity of this project to the planned BRT line, VTA requests an opportunity to review any public improvement plans associated with the development.

To encourage pedestrian activities, VTA staff recommends that street trees should be included along the sidewalks on Goble Avenue.

Response H3: The project does include sidewalks along the Monterey Road frontage. Public improvement plans will be submitted to VTA for review, prior to issuance of building permits. Street trees will be provided throughout the project. The District's recommendations are noted and will be implemented, as appropriate, during final design. Detailed project plans provided as part of the PD permit application will be forwarded to the District for comment when available.

Comment H4: VTA staff recommends that the proposed development provide access to the city park from the adjacent mobile home park to the north and developments to the south to encourage park visitors to walk and bike to the park.

VTA staff also recommends that sidewalks be provided throughout the development along both sides of all private drives to accommodate pedestrians and bicyclists accessing Monterey Road from the site's interior.

> **Response H4:** The project proposes pedestrian access connections from the park and site to the Chateau La Salle Mobile Home neighborhood north of the project (DEIR page 6). No on-site connection to the industrial property south of the site is proposed. Sidewalks are proposed throughout the development.

Comment H5: Please note that Monterey Highway, in the vicinity of the proposed project, is part of the Cross-Country Bicycle Corridor Network. Since there are bicycle facilities within the vicinity of the project site, VTA recommends that appropriate bicycle parking be provided on site.

The VTA *Community Design & Transportation (CDT) Guidelines* and the VTA *Pedestrian Technical Guidelines* should be used when designing these developments. These documents provide guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. Both *Guidelines* are available upon request to agency staff. For more information, please call Chris Augenstein, Development & Congestion Management Division, at 408-321-5725.

The VTA *Bicycle Technical Guidelines* should also be used for guidance on estimating supply, siting and design for bicycle storage facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development & Congestion Management Division, at 408-321-5725.

> **Response H5:** Bicycle parking will be required as part of the final project design. The City and project proponent will consult VTA's Bicycle Technical Guidelines as appropriate during the specific buildout of the project. The number and location of bicycle parking spaces will be finalized at the PD permit stage, when detailed site plans are available. Detailed project plans prepared as part of the PD permit application will be forwarded to the VTA for comment when available.

Comment H6: Transportation System Planning and Design

Trip Generation

The traffic analysis includes the use of a trip reduction called a "capture rate reduction" to account for the project's mixed use (housing-retail) nature. This reduction is 25 percent. The analysis also includes the 13 percent reduction for retail-housing mixed use development from VTA's *TIA Guidelines*. There are two issues with these reductions: the "capture rate reduction" is not a trip reduction listed in the *TIA Guidelines*, and it seems that these two reductions are both addressing trip reductions associated with the retail and housing components of the proposed project (i.e., seems to be a double count). Please provide an explanation for the need for both reductions and make adjustments accordingly.

> **Response H6:** In accordance with the City of San Jose TIA Guidelines, a "capture rate reduction" of 25 percent accounts for the project mixed-use (residential-retail) component. The City of San Jose applied a 13 percent trip-reduction in accordance with VTA TIA

guidelines for mixed-use (residential-retail) development projects, based on the project's Monterey Road frontage location and other nearby land uses. The 13-percent trip reduction resulted in minimal (less than 10 trips) changes and thus did not impact the intersection level of service results.

Comment H7: Project Mitigation of Left Turn Pocket Impacts

The analysis indicates that project traffic in some instances would cause queues in left turn pockets to overflow the available storage (e.g., the northbound left turn at Monterey Highway/Curtner Avenue in the AM peak). Monterey Highway is a CMP facility with a steady stream of traffic moving at a higher speed than on ordinary local roadways. In cases like Monterey Highway/Curtner Avenue, it is recommended that the proposed project make a "fair-share" contribution to improving left turn pockets where physically feasible.

Response H7: Left-turn queue impacts are provided for informational purposes only so that the City of San Jose can make informed decisions regarding future capital roadway improvements. The City currently does not have a programmed improvement at this intersection. The City of San Jose currently has no mechanism in place to require individual projects to contribute a "fair share" towards mitigating cumulative impacts in the project area. The comments are noted and will be considered by the City Council in their discussions and deliberations on the project.

Comment H8: Roadway Impacts

It is stated in the DEIR that "(m)itigation of significant project impacts on SR 87 and US 101 freeway segments will require roadway widening to construct additional through lanes. It is not feasible for an individual development project to be responsible for implementing such extensive transportation system improvements." In these instances, it is recommended that the impacting project make a "fair-share" contribution to improvements to the affected facility. In many instances, physical widening of the facility may not be feasible; however, other operational improvements like the addition of general purpose or carpool lanes on ramps and ITS to improve the ability of Caltrans and the City of San José to respond to traffic conditions should be evaluated and be considered as part of the process for developing the project.

VTA Support Services:

VTA staff look forward to reviewing future development plans for this site as they become available.

For further information, general questions, technical support, or to arrange a meeting with VTA staff to discuss On-Site Planning and Design of this or any other development projects, please contact George Tacke, Development & Congestion Management Division, at 408-321-5865 or via email at george.tacke@vta.org. VTA staff look forward to assisting you.

Response H8: The DEIR includes the identification of the CMP Guidelines "Immediate Actions" that are to implemented by the project as partial mitigation of freeway impacts. The selection of the final items from the list will be determined by the City of San José at the PD Permit stage. The City has no mechanism in place at this time for the project to make a "fair-share" contribution towards freeway improvements. For this reason, the project's impact on

the three freeway segment remains significant and unavoidable (DEIR page 98). Please also refer to Response C1.

IV. REVISIONS TO THE TEXT OF THE DRAFT EIR

The following section contains revisions to the Draft Environmental Impact Report, Goble Lane Mixed-Use Development Planned Development Rezoning (SCH2005022057), dated April 22, 2005. These corrections and changes are made to the Draft EIR and are incorporated as a part of the Final EIR. Revised or new language is underlined (except where all of the indicated text is new). Deleted language is indicated by ~~strikethrough~~ text.

Pages 30-31 REVISE the 6th sentence of this paragraph as follows:

As a result, this impact does not affect any one segment of the population (i.e., minorities or low-income populations).

Page 49 **REVISE** the first sentence of the sixth paragraph as follows:

Due to the proposed grading of the site, the western cul-de-sac will not drain into the public park, but will drain into a vegetated swale, which will lead to an approximately ~~30-foot-~~ 3-foot deep grass-lined pond at the northwest corner of the site, near the railroad track (see Figure 3).

Page 52 **ADD** the following mitigation measure prior to the section entitled *Construction Mitigation:*

- Detailed studies and analysis will be completed to the satisfaction of the Director of Planning to ensure that the project's storm water management system prevents contamination of the shallow and deep groundwater. Several studies shall be performed to accomplish the goal, including soil analysis of percolation rates, ability to remove various contaminants, groundwater level at the site, effect of sand filters and mechanical devices, and determination of which plants, trees and grasses which are shown to be most effective. All studies will be provided to the SCVWD for review and comment prior to development of final grading plans.

Page 65 **REVISE** the first sentence of the third paragraph as follows:

Based on laboratory analysis of two soil samples collected near the south/southwestern property boundary (near the railroad tracks), volatile organic compounds (VOCs) and polychlorinated biphenyls (PCBs) were not detected above ~~acceptable levels~~ laboratory reporting limits.

Page 73 **REVISE** the first sentence of the first bullet as follows:

All soils (both in the proposed residential area and the proposed park area) on the project site identified as contaminated with lead, diesel, motor oil, and/or benzene at concentrations above established residential thresholds will be excavated to a depth where clean soil is known to occur ~~(no more than five feet below the ground surface)~~ and the contaminated soil will be hauled off-site and disposed of at a licensed hazardous materials disposal site.

Page 73 **ADD** the following text prior to the last sentence of the first bullet:

Prior to issuance of grading permits, on-site soils will be further sampled to evaluate appropriate handling and disposal requirements. Excavation and transportation of the soil will be conducted in conformance with all local, state, and federal requirements, including BAAQMD permits, as needed.

Page 86 **REPLACE** Table 6 with Table 6 attached.

Page 90 **REPLACE** Table 9 with Table 9 attached.

Page 91 **REPLACE** Table 10 with Table 10 attached.

Page 93 **REPLACE** Table 12 with Table 12 attached.

Page 95 **REVISE** the first full paragraph on the page and the first bullet, as follows:

The proposed signalized intersection would operate at LOS B during both the weekday A.M. peak hour and P.M. peak hour, respectively. ~~This intersection of Monterey Road & Raisch Driveway would operate at LOS B during the AM Peak Hour and LOS C during the PM Peak Hour.~~

- **The proposed project driveways will operate at an acceptable LOS B in both the AM Peak Hour and ~~LOS C~~ in the PM Peak Hour. (Less Than Significant Impact)**

Page 98 **ADD** the following text as the second bullet under the heading **Mitigation Measures Not Proposed by the Project**

- The City could promote transit ridership at the project by requiring or requesting the developer to provide transit passes, such as EcoPass, to all residents and employees of the project.

Page 126 **ADD** the following text after the second paragraph under **Water Service**:

A Final Water Supply Assessment (WSA) for the proposed project was formally approved by the San Jose Water Company (SJWC) on June 1, 2005. The WSA concluded that the additional demand created by the proposed Goble Lane project (192 AF/year) would have a minimal impact on the existing distribution system and that SJWC would be able to adequately supply the project without any additional source of supply or system operation changes. A copy of the approved WSA is appended in Section VI of this document. According to the WSA, the project demand was assumed to be part of the already estimated future growth of the service area, since it is included in the General Plan and represents only 3.3% of the estimated total demand increase from 2005 to 2010. The additional water demand of the project would be included in the SJWC's future water supply planning.

The Final WSA does identify water supply vulnerability and acknowledges the District's 2003 IWRP predicted shortages, the frequency and magnitude of which will be increased by

the project. Water supply planning for critical dry periods is addressed in the 2003 IWRP Implementation Plan Preferred Strategy, which is designed to meet a critical dry period shortage level of up to 100,000 AF. The Preferred Strategy outlines three action programs: minimum, intermediate, and maximum. These programs correspond to a range of potential future shortage levels. The IWRP Preferred Strategy minimum action program is comprised of core elements that include, but are not limited to the achieving 46,000 af/year conservation; achieving 14,400 af/year non-potable recycling; and establishing a Municipal and Industrial (M&I) shortage policy for Central Valley Project (CVP) supplies.

The District is currently pursuing the intermediate action program, which includes the core elements, plus water banking outside of Santa Clara County during wet and normal years, distribution of non-potable recycled water for urban and agricultural irrigation and industrial reuse; voluntary water conservation; and purchase of long-term transfers. The IWRP identified certain events (triggers) or circumstances that could have a significant impact on either the baseline water supply conditions or the performance of the preferred strategy and a menu of contingency responses (actions) that could be implemented to adjust the strategy accordingly. The responding actions include additional water banking, additional non-potable recycling; indirect potable recycling; additional water conservation; additional short-term and long-term water transfers; and additional surface storage. Through identification of the contingency triggers and actions, the IWRP provides adaptability to future uncertainties in water supply.

According to the WSA, in the event of a dry water year, SJWC will employ water-use efficiency or demand management measures which are outlined in the WSA and enact the existing Water Shortage Contingency Plan (a copy of this plan is included in WSA's Appendix E) written in January 1992. In the event of a drought, this plan spells out a mandatory water rationing plan approved by the District. The plan defines prohibited uses of water, possible penalties and an enforcement mechanism. This plan includes both voluntary and mandatory components and addresses shortages up to 50%.

While the project will have a less than significant water supply impact, the project proponent acknowledges the need for water conservation and maximized use of recycled water. For this reason, the following measures are proposed by the project, to further reduce project demands for long-term water supply.

- Project construction will include installation of dual piping (including purple pipe) to landscape areas, so that the project can easily switch to recycled water use, when it is available to the site.

- The project will include high-efficiency fixtures (e.g., 1.2 gallons-per-flush toilets).

- The project will include high-efficiency devices for outdoor water uses (i.e., self-adjusting weather-based irrigation controllers).

- Project landscaping will use drought tolerant and native plantings, as recommended in the City's Model Efficient Landscape Ordinance [as per AB 325 (1990)].

Page 128 **REVISE** the text after the heading **Mitigation and Avoidance Measures for Utilities Impacts:**

The project will not result in significant impacts to utilities and service systems. No mitigation is required or proposed. While not proposed by the project proponent, the following measure is identified as a possible additional measure that the City could consider requiring of the project to reduce water demand of the project.

- Dual plumbing for interior recycled water use.

Page 134 **REPLACE** Table 25 with Table 25 attached.

Page 137 **REPLACE** the last paragraph of the page as follows:

Project traffic will provide a considerable contribution to the cumulative impacts at the intersections of SR87/Curtner Avenue (E) and Monterey Road/Curtner Avenue (#18 and #22). Identified mitigation for these cumulative impacts is as follows:

SR87/Curtner Avenue (E) (#18): Convert the middle lane of the northbound off-ramp from a shared left-through lane to a shared left-through right-turn lane. This would improve the level of service at this intersection to an acceptable LOS D. This improvement is included in the GE project as mitigation for that project's impact. The improvement would also mitigate the cumulative impact.

Monterey Road/Curtner Avenue (#22): This intersection LOS would be improved to an acceptable LOS D or better by adding a separate southbound left-turn pocket of 380 feet. Additional right-of-way may be required for this improvement. The City of San Jose currently has no improvements planned for this intersection and no mechanism in place to require individual projects to contribute a "fair share" towards mitigating the cumulative impact. The City of San Jose currently has no improvements planned for this intersection and no mechanism in place to require individual projects to contribute a "fair share" towards mitigating the cumulative impact. Additionally, the payment of funds, if no improvements are planned, is not considered mitigation. For this reason, the cumulative traffic impacts are considered significant and unavoidable.

Page 137 **ADD** the following text prior to Section 2. **Cumulative Mitigation Measures**

Cumulative Impacts to Water Service

According to the Final Water Supply Assessment adopted by the San José Water Company for the Goble Lane project, the proposed project is anticipated to increase long-term demands for water supply by 192 AF/year. The project demand was assumed to be part of the already estimated future growth of the service area, since it represents only 3.3% of the estimated total demand increase from 2005 to 2010. The project may further reduce its water demand through proposed measures to maximize recycled water use and conserve water (described in Section II, K, page 126). The project proposes high-density infill development which

minimizes water use. For these reasons, the project is not expected to make a cumulatively considerable contribution to a cumulative water supply impact.

Revisions to Appendix C, Traffic Impact Analysis

Page 17 **REPLACE** Table 1 with Table 1 attached.

Page 20 **REPLACE** Figure 6 with Figure 6 attached.

Page 24 **REPLACE** Figure 7 with Figure 7 attached.

Page 32 **REPLACE** Figure 10 with Figure 10 attached.

Page 33 **REPLACE** Figure 11 with Figure 11 attached.

Page 35 **REVISE** the fourth paragraph on the page as follows:

The proposed signalized intersection would operate at LOS B during both the weekday A.M. peak hour and P.M. peak hour, respectively. ~~This intersection of Monterey Road & Raisch Driveway would operate at LOS B during the AM Peak Hour and LOS C during the PM Peak Hour.~~

Page 46 **REPLACE** Figure 12 with Figure 12 attached.

Page 56 **REPLACE** Figure 15 with Figure 15 attached.

Page 58 **REPLACE** Figure 16 with Figure 16 attached.

Page 77 **REPLACE** Table 18A with Table 18A attached.

Page 78 **REPLACE** Table 18B with Table 18B attached.

REVISED TABLE 6 Signalized Intersection Level of Service Definitions		
LOS	**Average Control Delay[1]**	**Description**
A	10.0 or less	Free flow; minimal to no delay
B+ B B-	10.1 to 12.0 12.0 to 18.0 18.0 to 20.0	Stable flow but speeds are beginning to be restricted by traffic conditions; slight delays.
C+ C C-	20.1 to 23.0 23.0 to 32.0 32.0 to 35.0	Stable flow but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D+ D D-	35.1 to 39.0 39.0 to 51.0 51.0 to 55.0	Approaching unstable flow and drivers have difficulty maneuvering; tolerable delays.
E+ E E-	55.1 to 60.0 60.0 to 75.0 75.0 to 80.0	Unstable flow with stop and go; delays.
F	80.1 or more	Total breakdown; congested conditions with excessive delays.

[1] Measured in seconds per vehicle.

REVISED TABLE 9 Existing LOS for Freeway Segments				
Freeway	**Segment**	**Direction**	**AM LOS**	**PM LOS**
US 101	Yerba Buena – Capitol Expressway	NB	D	A
US 101	Yerba Buena – Capitol Exp. HOV	NB	A	A
US 101	Capitol Expressway to Tully Road	NB	E	A
US 101	Capitol Exp. – Tully Road HOV	NB	A	A
US 101	Tully Road to Story Road	NB	E	A
US 101	Tully Road to Story Road HOV	NB	A	A
I-280	SR-87 to 10th Street	EB	A	A
I-280	10th Street to McLaughlin Avenue	EB	A	F
I-280	McLaughlin Avenue to US 101	EB	A	A
SR-87	**Capitol Exp. to Curtner Avenue**	**NB**	**F**	**A**
SR-87	**Curtner Avenue to Almaden Exp.**	**NB**	**F**	**A**
SR-87	**Almaden Exp. To Alma Avenue**	**NB**	**F**	**F**
SR-87	Alma Avenue to I-280	NB	A	A
US 101	Story Road to Tully Road	SB	A	F
US 101	Story Road to Tully Road HOV	SB	A	D
US 101	Tully Road to Capitol Expressway	SB	A	E
US 101	Tully Road to Capitol Exp. HOV	SB	A	A
SR-87	I-280 to Alma Avenue	SB	A	F
SR-87	Alma Avenue to Almaden Expressway	SB	D	F
SR-87	Almaden Exp. to Curtner Avenue	SB	A	E
SR-87	Curtner Avenue to Capitol Expressway	SB	A	E
I-280	**US 101 to McLaughlin Avenue**	**WB**	**F**	**A**
I-280	**McLaughlin Avenue to 10th Street**	**WB**	**F**	**B**
I-280	**10th Street to SR-87**	**WB**	**F**	**E**

REVISED TABLE 10 Background LOS for Signalized Intersections					
No.	Intersection	AM Peak		PM Peak	
		Avg. Delay	LOS	Avg. Delay	LOS
1	First Street & Willow Street	5.0	A	7.7	A
2	First Street & Goodyear-Keyes Street	28.1	C	29.3	C
3	Second Street & Keyes Street	21.3	C+	29.2	C
4	First Street & Second Street	8.2	A	21.8	C+
5	Monterey Highway & Alma Avenue	36.9	D+	37.7	D+
6	South Seventh Street & Alma street	25.2	C	22.5	C+
7	South Tenth Street & Alma Street	25.4	C	19.9	B-
8	Senter Road & Alma Street	10.4	B+	11.4	B+
9	Monterey Highway & San José Avenue	10.9	B+	12.6	B
10	Monterey Highway & Phelan Avenue	12.4	B	14.5	B
11	Tenth Street & Phelan Avenue	21.8	C+	17.7	B
12	Monterey Highway & Stauffer Boulevard	5.4	A	8.3	A
13	Lincoln Avenue & Curtner Avenue	45.7	D	40.2	D
14	Almaden Road & Curtner Avenue	44.0	D	48.5	D
15	Almaden Expressway & Curtner Avenue	23.2	C	10.0	A
16	Canoas Garden Avenue & Curtner Avenue	28.6	C	22.4	C+
17	SR 87 SB on/off ramps & Curtner Avenue	19.0	B-	14.5	B
18	SR 87 NB on/off ramps & Curtner Avenue	25.8	C	41.7	D
19	Stone Avenue & Curtner Avenue	28.8	C	26.0	C
20	Little Orchard Street & Curtner Avenue	27.6	C	30.1	C
21	General Electric & Curtner Avenue	0.6	A	0.6	A
22	Monterey Highway & Curtner Ave-Tully Road	39.2	D	49.5	D
23	Monterey Highway & Old Tully Road	7.0	A	19.0	B-
24	South Seventh Street & Tully Road	24.6	C	31.9	C
25	South Tenth Street & Tully Road	20.6	C+	26.9	C
26	Senter Road & Tully Road	40.9	D	45.1	D
27	Lucretia Avenue & Tully Road	36.9	D+	24.3	C
28	McLaughlin Avenue & Tully Road	49.0	D	46.3	D
29	Alvin Avenue & Tully Road	30.0	C	33.9	C-
30	S. King Road & Tully Road	43.8	D	54.3	D-
31	Quimby & Tully Road	30.7	C	36.9	D+
32	Capitol Expressway & Tully Road	50.2	D	44.7	D
33	Monterey Highway & Umbarger Road	22.8	C+	20.5	C+
34	Senter Road & Umbarger Road	11.0	B+	11.1	B+
35	Monterey Highway & Lewis Road	15.4	B	23.0	C
36	Senter Road & Lewis Road	26.2	C	23.6	C
37	Monterey Highway & Capitol Expressway WB	17.2	B	14.2	B
38	Monterey Highway & Capitol Expressway EB	26.2	C	14.8	B
39	Monterey Highway & Senter Road	22.5	C+	28.8	C
40	**Senter Road & Capitol Expressway**	**49.2**	**D**	**63.6**	**E**
41	McLaughlin Avenue & Capitol Expressway	49.3	D	46.2	D

REVISED TABLE 12
Project LOS for Signalized Intersections

No.	Intersection	AM Peak		PM Peak	
		Avg. Delay	LOS	Avg. Delay	LOS
1	First Street & Willow Street	5.0	A	7.6	A
2	First Street & Goodyear-Keyes Street	28.0	C	29.2	C
3	Second Street & Keyes Street	21.3	C+	29.2	C
4	First Street & Second Street	8.1	A	22.3	C+
5	Monterey Highway & Alma Avenue	37.4	D+	37.5	D+
6	South Seventh Street & Alma street	25.3	C	22.5	C+
7	South Tenth Street & Alma Street	25.1	C	19.7	B-
8	Senter Road & Alma Street	10.3	B+	11.3	B+
9	Monterey Highway & San José Avenue	10.8	B+	12.5	B
10	Monterey Highway & Phelan Avenue	12.4	B	14.4	B
11	Tenth Street & Phelan Avenue	21.4	C+	17.4	B
12	Monterey Highway & Stauffer Boulevard	5.4	A	8.3	A
13	Lincoln Avenue & Curtner Avenue	46.1	D	40.2	D
14	Almaden Road & Curtner Avenue	44.4	D	49.3	D
15	Almaden Expressway & Curtner Avenue	21.8	C+	9.9	A
16	Canoas Garden Avenue & Curtner Avenue	28.5	C	22.3	C+
17	SR 87 SB on/off ramps & Curtner Avenue	20.0	B-	16.7	B
18	SR 87 NB on/off ramps & Curtner Avenue	26.6	C	47.8	D
19	Stone Avenue & Curtner Avenue	28.8	C	26.2	C
20	Little Orchard Street & Curtner Avenue	28.4	C	30.3	C
21	General Electric & Curtner Avenue	0.6	A	0.6	A
22	Monterey Highway & Curtner Ave-Tully Road	38.8	D+	53.6	D-
23	Monterey Highway & Old Tully Road	8.8	A	21.6	C+
24	South Seventh Street & Tully Road	26.9	C	33.3	C-
25	South Tenth Street & Tully Road	21.2	C+	27.3	C
26	Senter Road & Tully Road	41.2	D	46.3	D
27	Lucretia Avenue & Tully Road	36.4	D+	24.1	C
28	McLaughlin Avenue & Tully Road	49.7	D	47.1	D
29	Alvin Avenue & Tully Road	30.0	C	33.9	C-
30	S. King Road & Tully Road	43.8	D	54.6	D-
31	Quimby & Tully Road	30.6	C	36.8	D+
32	Capitol Expressway & Tully Road	47.6	D	45.0	D
33	Monterey Highway & Umbarger Road	24.5	C	23.0	C+
34	Senter Road & Umbarger Road	13.2	B	12.2	B
35	Monterey Highway & Lewis Road	16.6	B	23.3	C
36	Senter Road & Lewis Road	26.4	C	23.7	C
37	Monterey Highway & Capitol Expressway WB	17.0	B	14.1	B
38	Monterey Highway & Capitol Expressway EB	26.1	C	14.8	B
39	Monterey Highway & Senter Road	22.3	C+	28.8	C
40	**Senter Road & Capitol Expressway**	**49.4**	**D**	**64.3**	**E**
41	McLaughlin Avenue & Capitol Expressway	49.3	D	46.2	D
42	Monterey Highway & Project Entrance	14.9	B	12.5	B

REVISED TABLE 25
Cumulative LOS for Signalized Intersections

No.	Intersection	AM Peak		PM Peak	
		Avg. Delay	LOS	Avg. Delay	LOS
1	First St. & Willow St.	4.9	A	7.3	A
2	First St. & Goodyear-Keyes St.	27.7	C	28.8	C
3	Second St. & Keyes St.	22.1	C	29.4	C
4	First St & Second St	9.4	A	23.3	C
5	Monterey Hwy & Alma Ave	39.8	D	36.6	D+
6	Seventh St & Alma St	25.2	C	22.2	C+
7	Tenth St & Alma St	24.6	C	19.7	B-
8	Senter Rd & Alma St	9.9	A	11.3	B+
9	Monterey Hwy & San Jose Ave	10.2	B	11.7	B+
10	Monterey Hwy & Phelan Ave	12.7	B	17.4	B
11	Tenth St & Phelan Ave	21.2	C	18.5	B-
12	Monterey Hwy & Stauffer Blvd	5.4	A	8.3	A
13	Lincoln Ave & Curtner Ave	44.6	D	42.7	D
14	Almaden Rd & Curtner Ave	44.0	D	66.5	E
15	Almaden Expwy & Curtner Ave	18.8	B	11.5	B+
16	Canoas Garden Ave & Curtner Ave	27.6	C	22.4	C+
17	SR 87 SB on/off ramps & Curtner Ave	18.5	B	19.9	B-
18	SR 87 NB on/off ramps & Curtner Ave	22.1	C	58.0	E+
19	Stone Ave & Curtner Ave	28.2	C	37.0	D+
20	Little Orchard St & Curtner Ave	26.0	C	37.0	D+
21	General Electric & Curtner Ave	1.0	A	9.9	A
22	Monterey Hwy & Curtner Ave-Tully Rd	37.8	D	59.4	E+
23	Monterey Hwy & Old Tully Rd	8.6	A	21.5	C+
24	Seventh St & Tully Rd	26.3	C	32.7	C-
25	Tenth St & Tully Rd	20.3	C	27.2	C
26	Senter Rd & Tully Rd	40.8	D	45.6	D
27	Lucretia Ave & Tully Rd	35.7	D	24.8	C
28	McLaughlin Av & Tully Rd	47.4	D	46.5	D
29	Alvin Ave & Tully Rd	29.2	C	33.9	C-
30	S. King Rd & Tully Rd	43.0	D	55.2	E+
31	Quimby & Tully Rd	29.0	C	36.8	D+
32	Capitol Expwy & Tully Rd	46.3	D	45.0	D
33	Monterey Hwy & Umbarger Rd	27.5	C	22.9	C+
34	Senter Rd & Umbarger Rd	12.9	B	12.2	B
35	Monterey Hwy & Lewis Rd	16.8	B	23.1	C
36	Senter Rd & Lewis Road	25.5	C	23.6	C
37	Monterey Hwy & Capitol Expwy WB	16.0	B	15.1	B
38	Monterey Hwy Capitol Expwy EB	25.2	C	17.2	B
39	Monterey Hwy & Senter Rd	21.6	C	28.8	C
40	Senter Rd & Capitol Expwy	48.2	D	63.6	E
41	McLaughlin Ave & Capitol Expwy	46.5	D	46.2	D
42	Monterey Highway & Project Entrance	14.6	B	12.5	B

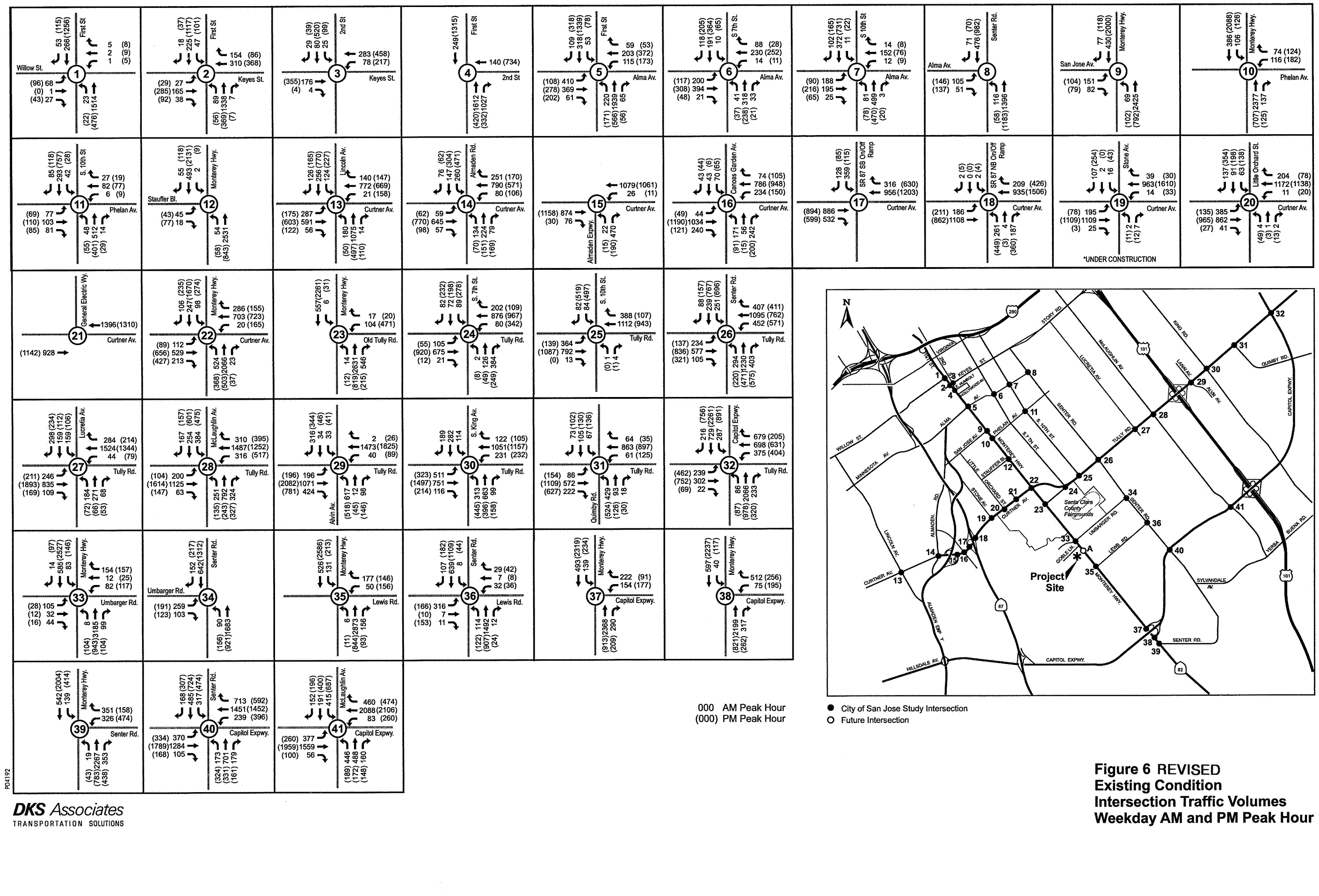
TABLE 1
Signalized Intersection LOS Thresholds

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0.0	Free flow; minimal to no delay
B+ B B-	10.0 < Delay ≤ 12.0 12.0 < Delay ≤ 18.0 18.0 < Delay ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
C+ C C-	20.0 < Delay ≤ 23.0 23.0 < Delay ≤ 32.0 32.0 < Delay ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D+ D D-	35.0 < Delay ≤ 39.0 39.0 < Delay ≤ 51.0 51.0 < Delay ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E+ E E-	55.0 < Delay ≤ 60.0 60.0 < Delay ≤ 75.0 75.0 < Delay ≤ 80.0	Unstable flow with stop and go; delays
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Source: Santa Clara County Congestion Management Program – Traffic Level of Service Guidelines. June 2003

2.2.3 Standards of Significance

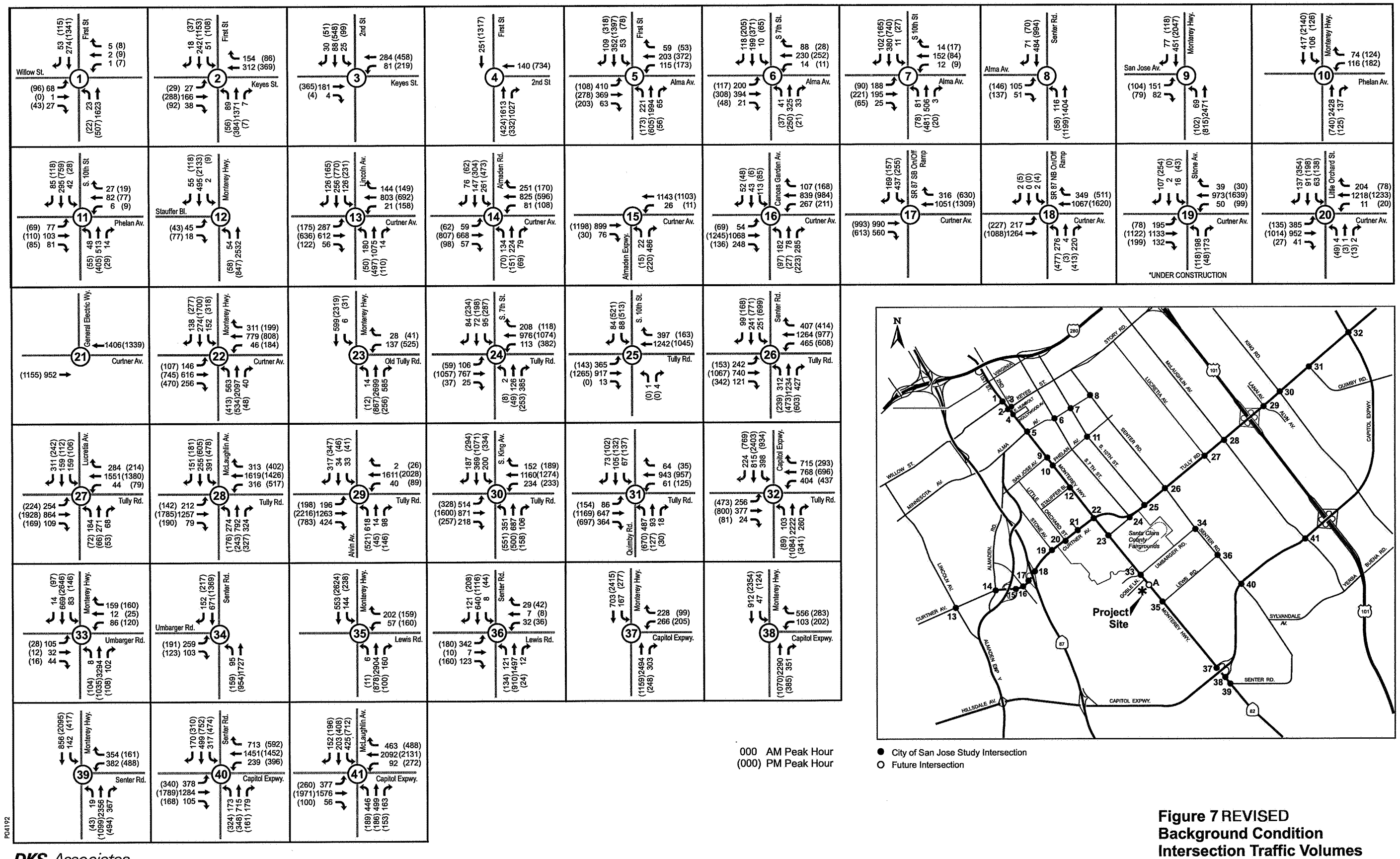
Based on the City of San Jose level of service standards, an acceptable operating level of service (LOS) is defined as LOS D or better at all signalized intersections and on principal arterials in the CMP during the peak hours.



PD4192

DKS Associates
TRANSPORTATION SOLUTIONS

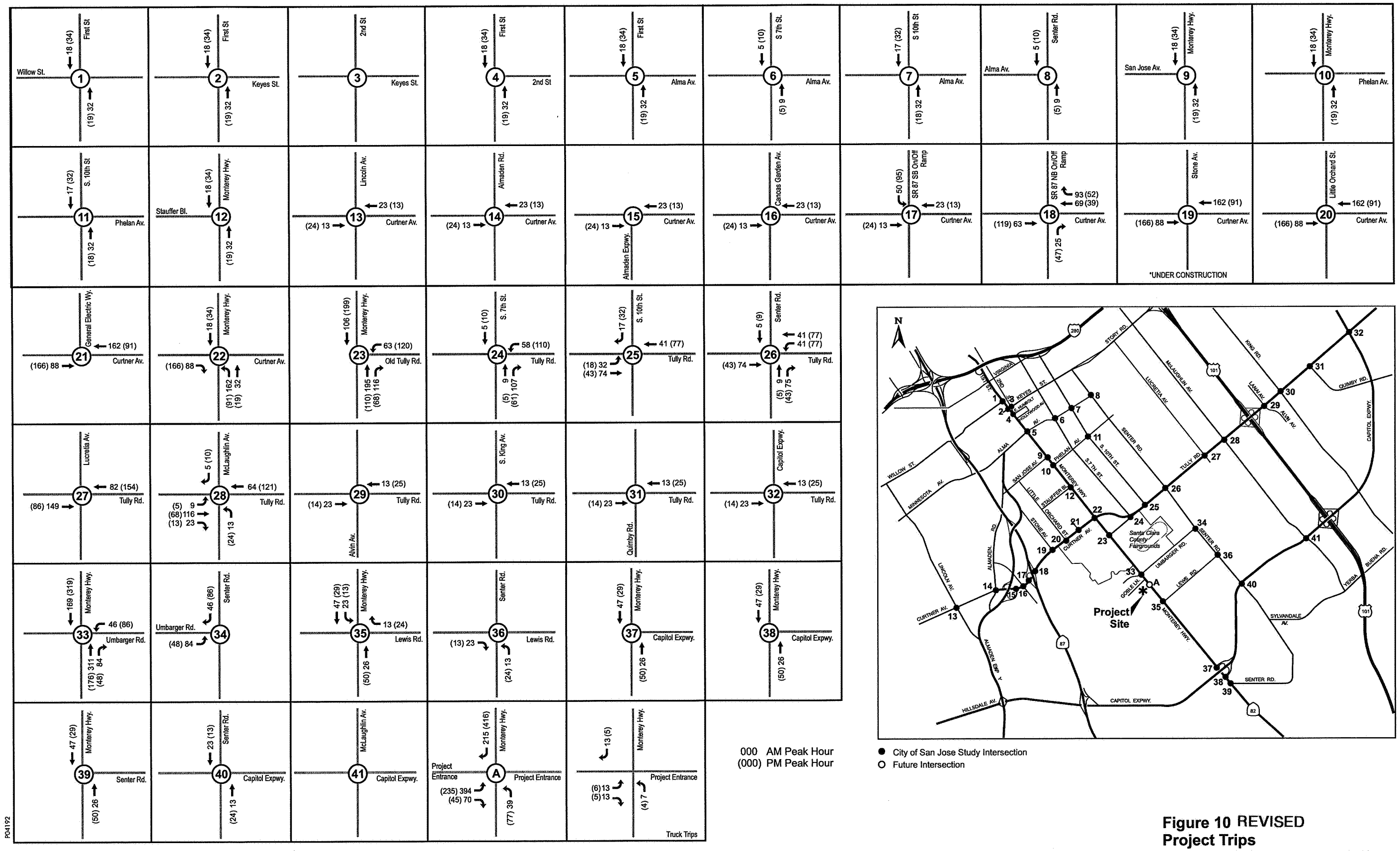
Figure 6 REVISED
Existing Condition
Intersection Traffic Volumes
Weekday AM and PM Peak Hour



P04192

DKS *Associates*
TRANSPORTATION SOLUTIONS

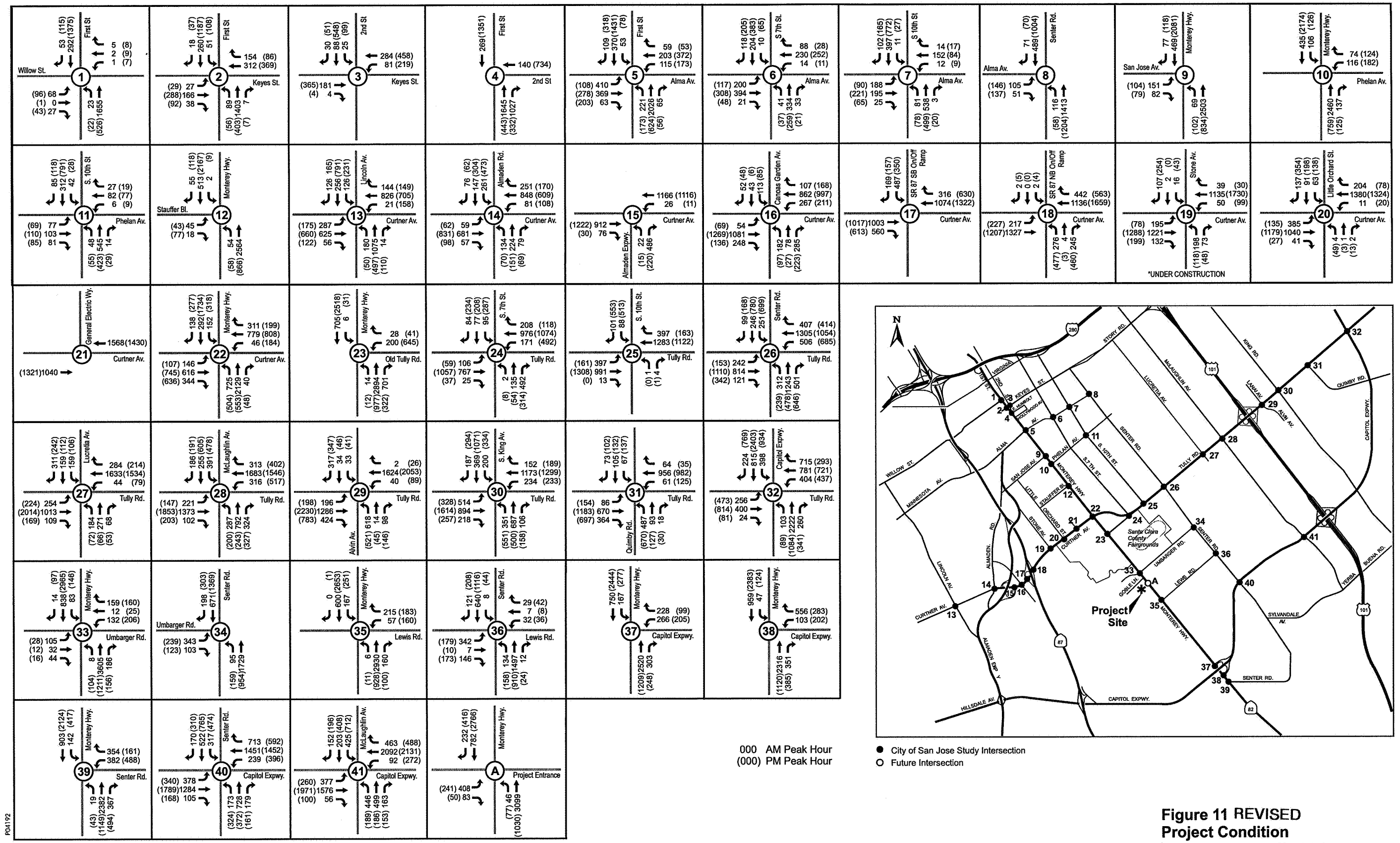
Figure 7 REVISED
Background Condition
Intersection Traffic Volumes
Weekday AM and PM Peak Hour



P04192

DKS Associates
TRANSPORTATION SOLUTIONS

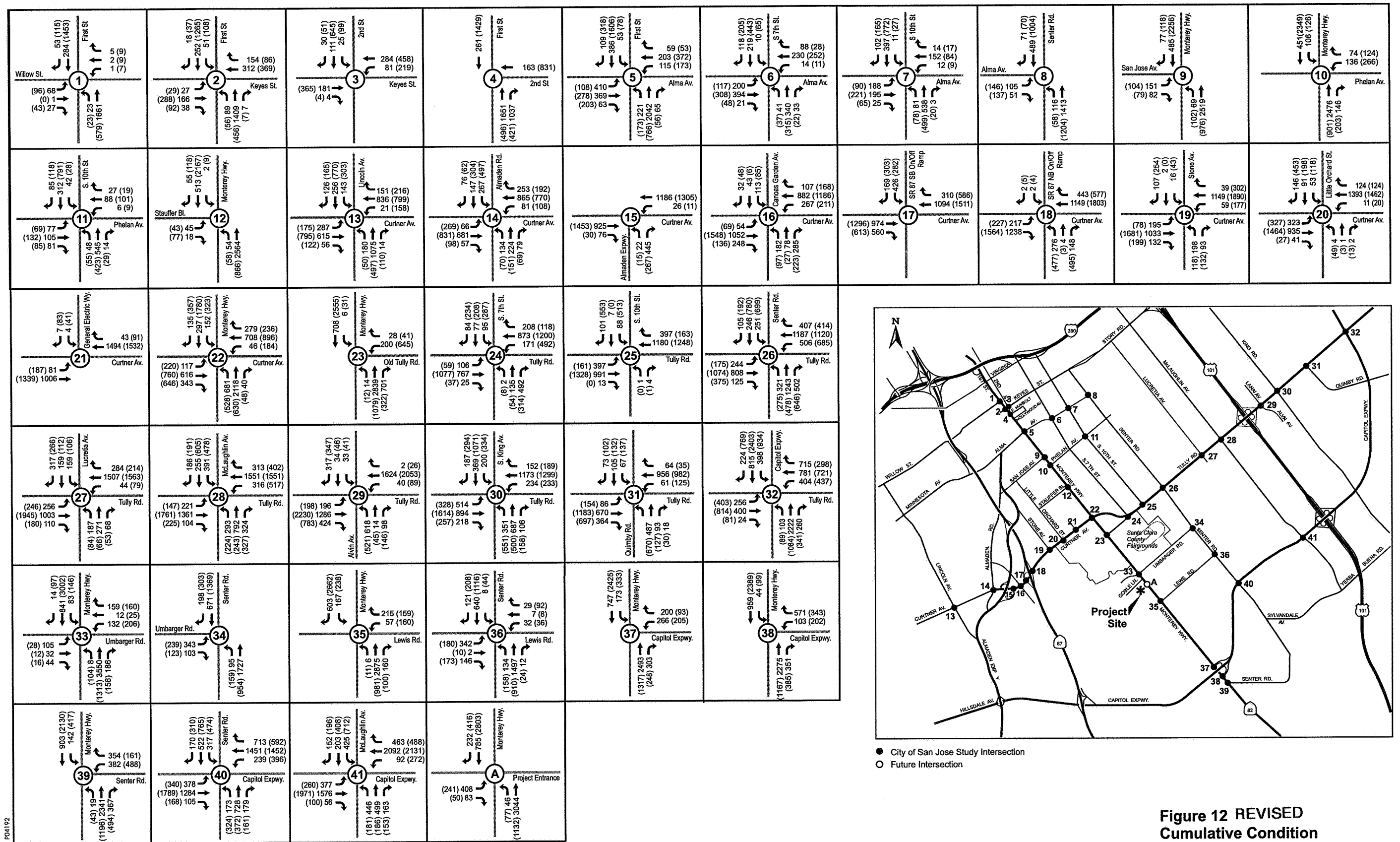
Figure 10 REVISED
Project Trips
Weekday AM and PM Peak Hour



P04192

DKS *Associates*
TRANSPORTATION SOLUTIONS

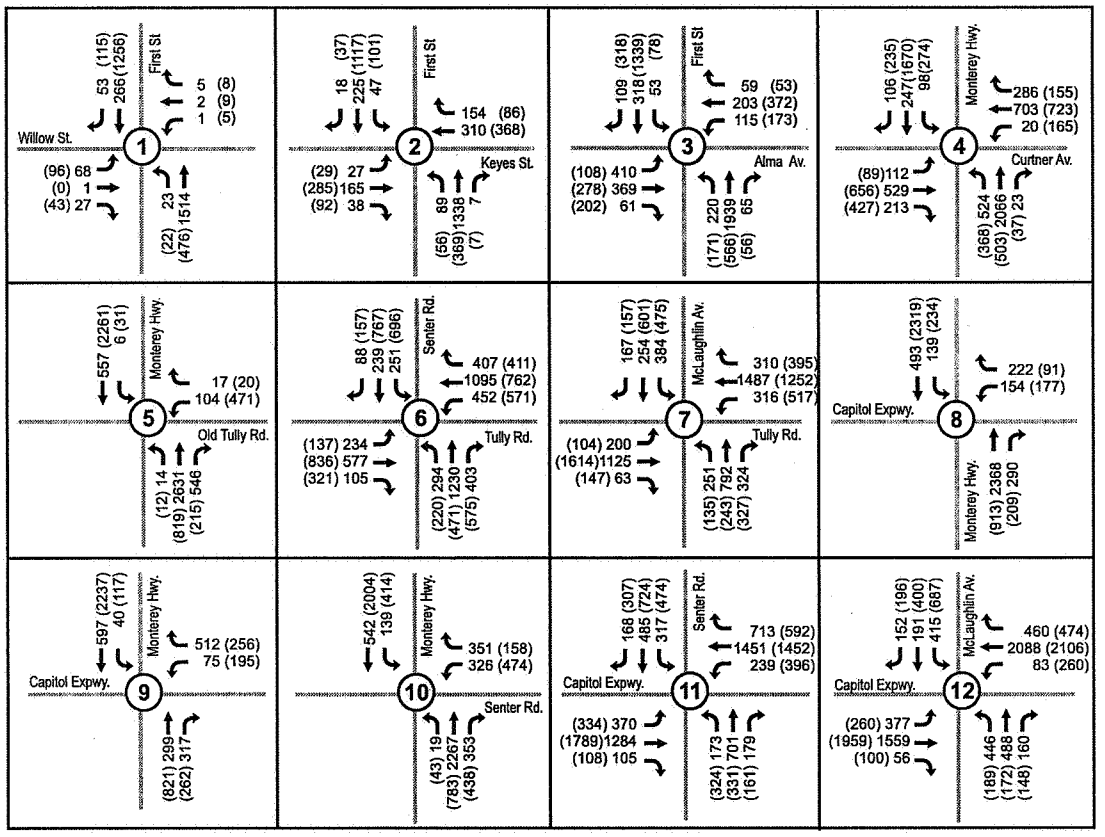
Figure 11 REVISED
Project Condition
Intersection Traffic Volumes
Weekday AM and PM Peak Hour

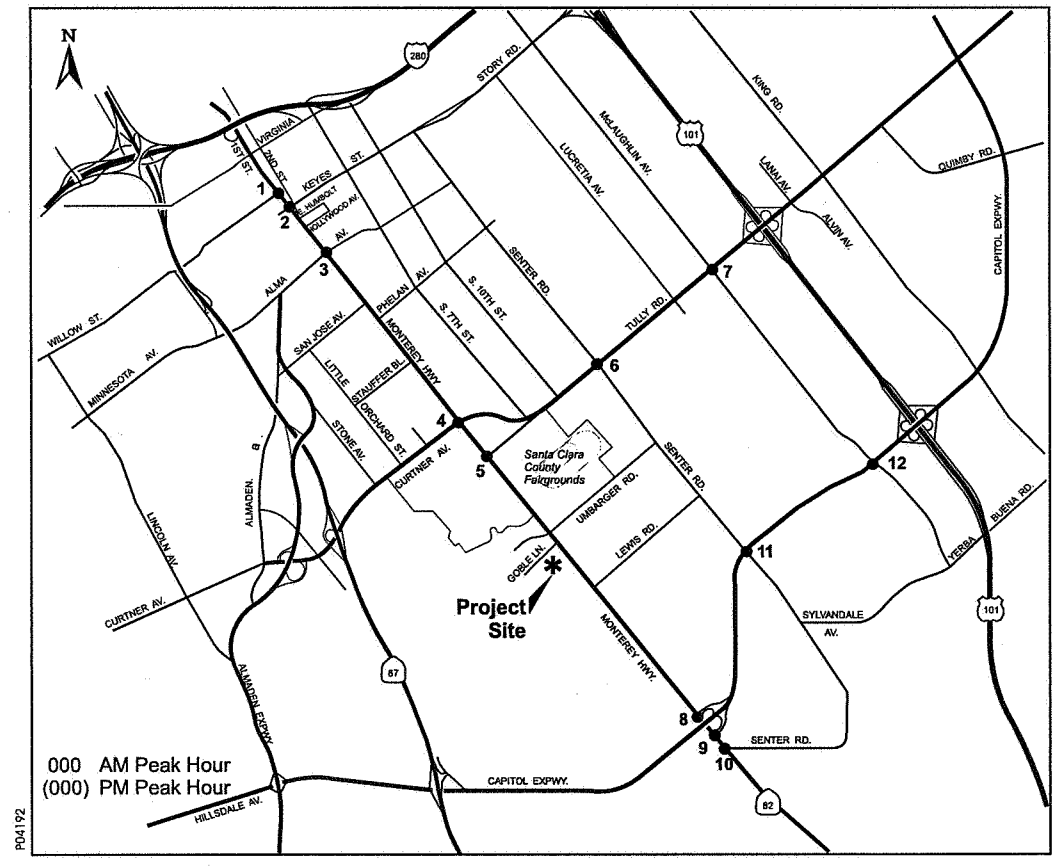


● City of San Jose Study Intersection
○ Future Intersection

Figure 12 REVISED
Cumulative Condition
Intersection Traffic Volumes
Weekday AM and PM Peak Hour

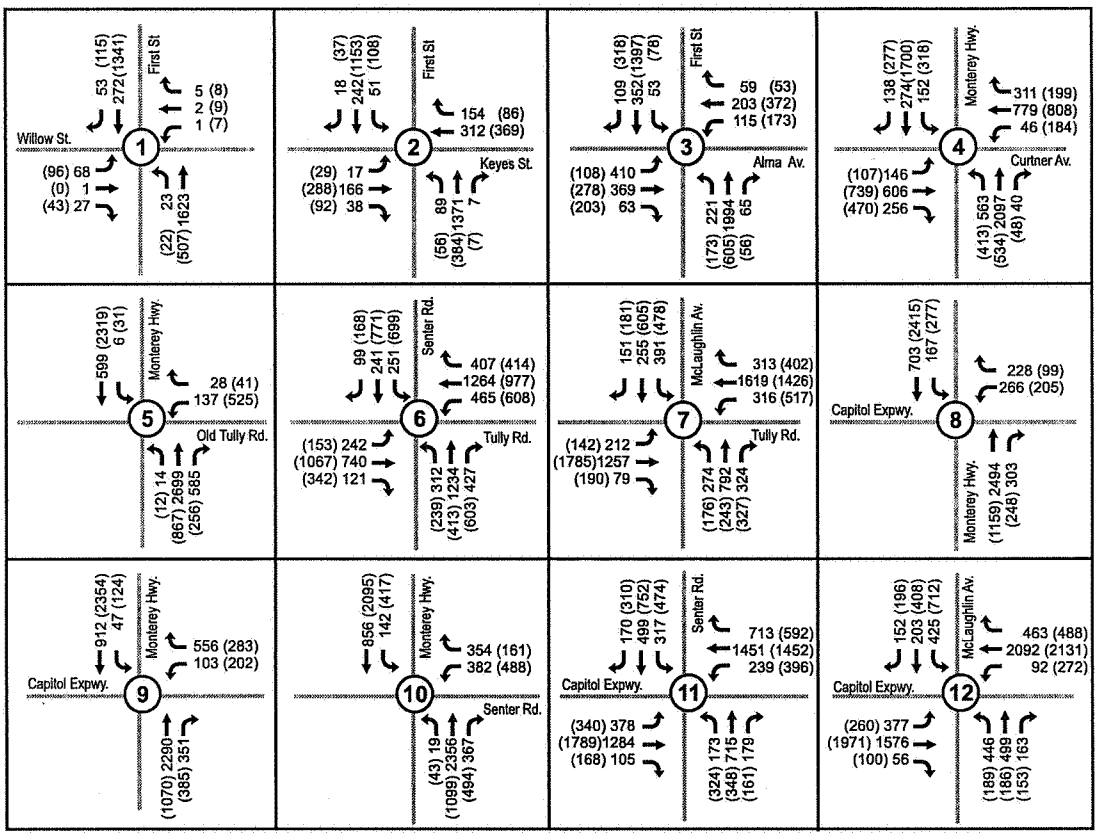
DKS *Associates*
TRANSPORTATION SOLUTIONS

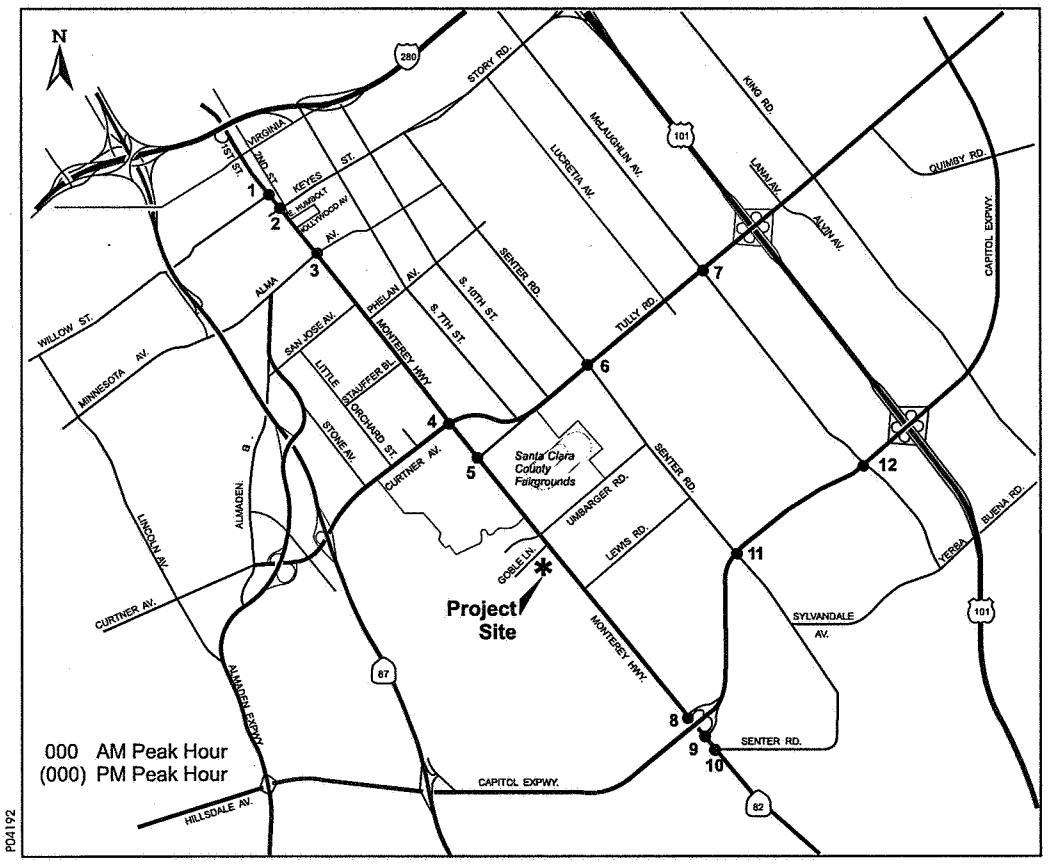




DKS Associates
TRANSPORTATION SOLUTIONS

Figure 15 REVISED
Existing Condition
CMP Intersection Traffic Volumes
Weekday AM and PM Peak Hour





P04192

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 16 REVISED
Background Condition
CMP Intersection Traffic Volumes
Weekday AM and PM Peak Hour

TABLE 18A

FREEWAY SEGMENT ANALYSIS - A.M. PEAK

Freeway	Segment		Direction	Lanes	EXISTING [1]				PROJECT - HIGH NTENSITY				
	From/To	To/From			Average Speed	Volume	Density	LOS	Project Trips	Density	LOS	% Impact of Capacity	Significant Impact
US 101	Yerba Buena Rd	Capitol Expwy	NB	3	48	6480	45	D	26	45.2	D	0.38%	
US 101	Yerba Buena Rd	Capitol Expwy	NB-HOV	1	67	1140	17	A					
US 101	Capitol Expwy	Tully Rd	NB	3	38	6160	54	E	26	54.3	E	0.38%	
US 101	Capitol Expwy	Tully Rd	NB-HOV	1	65	1950	30	A					
US 101	Tully Rd	Story Rd	NB	3	38	6160	54	E	46	54.4	E	0.67%	
US 101	Tully Rd	Story Rd	NB-HOV	1	64	2110	33	A					
I-280	SR-87	10th Street	EB	4	66	6340	24	A					
I-280	10th St	McLaughlin Ave	EB	4	66	6600	25	A					
I-280	McLaughlin Ave	US-101	EB	4	65	7540	29	A					
SR-87	Capitol Expwy	Curtner Ave	NB	2	29	3770	65	F	25	65.4	F	0.54%	
SR-87	Curtner Ave	Almaden Expwy	NB	2	17	3060	90	F	92	92.7	F	2.00%	Yes
SR-87	Almaden Expwy	Alma Ave	NB	2	18	3130	87	F	92	89.5	F	2.00%	Yes
SR-87	Alma Ave	I-280	NB	2	65	3770	29	A	92	29.7	D	2.00%	
US 101	Story Rd	Tully Rd	SB	3	65	5660	29	A	26	29.2	D	0.38%	
US 101	Story Rd	Tully Rd	SB-HOV	1	67	670	10	A					
US 101	Tully Rd	Capitol Expwy	SB	3	66	5540	28	A	46	28.2	D	0.67%	
US 101	Tully Rd	Capitol Expwy	SB-HOV	1	67	800	12	A					
SR-87	I-280	Alma Ave	SB	2	67	2680	20	A	50	20.4	C	1.09%	
SR-87	Alma Ave	Almaden Expwy	SB	2	52	4370	42	D	50	42.5	D	1.09%	
SR-87	Almaden Expwy	Curtner Ave	SB	2	67	2550	19	A	50	19.4	C	1.09%	
SR-87	Curtner Ave	Capitol Expwy	SB	2	66	3170	24	A	46	24.4	C	1.00%	
I-280	US-101	McLaughlin Ave	WB	4	11	4930	112	F					
I-280	McLaughlin Ave	10th	WB	4	20	6640	83	F					
I-280	10th St	SR-87	WB	4	24	7200	75	F					

[1] 2002 Monitoring & Conformance Report. Santa Clara County Congestion Management Program. April 2003

TABLE 18B

FREEWAY SEGMENT ANALYSIS - P.M. PEAK

Freeway	Segment		Direction	Lanes	EXISTING [1]				PROJECT - HIGH NTENSITY				
	From/To	To/From			Average Speed	Volume	Density	LOS	Project Trips	Density	LOS	% Impact of Capacity	Significant Impact
US 101	Yerba Buena Rd	Capitol Expwy	NB	3	67	4620	23	A	48	23.2	C	0.70%	No
US 101	Yerba Buena Rd	Capitol Expwy	NB-HOV	1	67	800	12	A					
US 101	Capitol Expwy	Tully Rd	NB	3	64	6340	33	A	48	33.3	D	0.70%	No
US 101	Capitol Expwy	Tully Rd	NB-HOV	1	67	670	10	A					
US 101	Tully Rd	Story Rd	NB	3	65	5660	29	A	27	29.2	D	0.39%	
US 101	Tully Rd	Story Rd	NB-HOV	1	67	540	8	A					
I-280	SR-87	10th Street	EB	4	21	6800	81	A					
I-280	10th St	McLaughlin Ave	EB	4	25	7200	72	F					
I-280	McLaughlin Ave	US-101	EB	4	64	8450	33	A					
SR-87	Capitol Expwy	Curtner Ave	NB	2	66	3170	24	A	47	24.4	C	1.02%	
SR-87	Curtner Ave	Almaden Expwy	NB	2	66	3300	25	A	53	25.4	C	1.15%	
SR-87	Almaden Expwy	Alma Ave	NB	2	27	3670	68	F	53	68.9	F	1.15%	Yes
SR-87	Alma Ave	I-280	NB	2	66	3560	27	A	53	27.4	D	1.15%	
US 101	Story Rd	Tully Rd	SB	3	16	4510	94	F	48	95.0	F	0.70%	Yes
US 101	Story Rd	Tully Rd	SB-HOV	1	50	2200	44	D					
US 101	Tully Rd	Capitol Expwy	SB	3	40	6240	52	E	27	52.2	E	0.39%	
US 101	Tully Rd	Capitol Expwy	SB-HOV	1	67	1410	21	A					
SR-87	I-280	Alma Ave	SB	2	51	4180	41	F	96	41.9	D	2.09%	
SR-87	Alma Ave	Almaden Expwy	SB	2	16	3010	94	F	96	97.1	F	2.09%	Yes
SR-87	Almaden Expwy	Curtner Ave	SB	2	43	4210	49	E	96	50.1	E	2.09%	
SR-87	Curtner Ave	Capitol Expwy	SB	2	41	4180	51	E	26	51.3	E	0.57%	
I-280	US-101	McLaughlin Ave	WB	4	61	8780	36	A					
I-280	McLaughlin Ave	10th	WB	4	58	8820	38	B					
I-280	10th St	SR-87	WB	4	35	8120	58	E					

[1] 2002 Monitoring & Conformance Report. Santa Clara County Congestion Management Program. April 2003

V. COPIES OF THE COMMENT LETTERS RECEIVED ON THE DRAFT EIR

State of California—Health and Human Services Agency
Department of Health Services

California Department of Health Services
SANDRA SHEWRY
Director

ARNOLD SCHWARZENEGGER
Governor

May 11, 2005

Office of Planning and Research
State Clearinghouse
Attention: Scott Morgan
P. O. Box 3044
Sacramento, CA 95812-3044

Dear Mr. Scott:

GOBLE LANE MIXED-USE DEVELOPMENT FOR PLANNED DEVELOPMENT REZONING- DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT
SAN JOSE WATER COMPANY, WATER SYSTEM NO. 4310011 (SCH# 2005022057)

The Department of Health Services' (Department) comments on the proposed project are as follows:

The project area, as indicated in the draft Environmental Impact Report (EIR), is within the service area of the San Jose Water Company (SJWC), a public water system under the jurisdiction of the Department of Health Services (Department)

It was indicated in SJWC's North First Street and Goble Lane Initial Water Supply Assessment in Volume II of the draft EIR that in order to adequately serve the portion of the North First Street project, SJWC will need to add three new wells as a source of drinking water supply. Consequently, SJWC will need to apply for and obtain the necessary (amended) permits from the Department regarding any additions or changes to its system, in accordance with Section 116550 (a), Article 7, Chapter 4, California Health and Safety Code (CHSC). This section specifies that no person operating a water system shall modify, add to or change his or her source of supply or method of treatment or change his or her distribution system as authorized by a valid permit issued to him or her by the Department, unless the person first submits an application to the Department and receives an amended

permit as provided in this chapter authorizing the modification, addition or change in his or her source of supply or method of treatment.

If you have any questions, please call Jose P. Lozano IV at (510) 540-2043 or myself at (510) 540-2413.

Sincerely,

Eric Lacy, P.E.
District Engineer
Santa Clara District
Drinking Water Field Operations Branch

cc: SDWSRF-Environmental Coordinator
601 North 7th Street, MS 92
P.O. Box 942732
Sacramento, CA 94234-7320

Mr. Andrew Gere
San Jose Water Company
1221 S. Bascom Avenue
San Jose, CA 95128

Teresa Estrada, Planner II
Department of Planning, Building & Code Enforcement
801 N. First Street, Room 400
San Jose, CA 95110-1795

Santa Clara County Health Department
Environmental Health Division

State of California – The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

May 23, 2005

Ms. Teresa Estrada
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Estrada:

Goble Lane Mixed Use Development
San Jose, Santa Clara County
SCH 2005022057

The Department of Fish and Game (DFG) has reviewed the document for the subject project. We do not have specific comments regarding the proposed project and its effects on biological resources. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G)[1]. Therefore, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Santa Clara County Clerk on or before filing of the Notice of Determination for this project.

If you have any questions, please contact Mr. Dave Johnston, Environmental Scientist, at (831) 475-9065; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

Cindy Catalano

Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse

RECEIVED
MAY 25 2005
CITY OF SAN JOSE
PLANNING DEPARTMENT

[1] http://ccr.oal.ca.gov/. Find California Code of Regulations, Title 14 Natural Resources, Division 1, Section 753

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June 6, 2005

SCL-082-4.09
SCL082368
SCH2005022057

Ms. Teresa Estrada
City of San José
801 North First Street
San José, CA 95110-1795

Dear Ms. Estrada:

Goble Lane Mixed-Use Development Plan – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Highway Operations

EIR Volume I

1. Transportation Impacts, page vii &viii: All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring. The City of San Jose should meet with the developer to identify mitigation measures and associated fair share fees which are to be used to offset the significant traffic impacts to State facilities.

2. Figure 3, Site Plan: The interior driveway to the proposed development appears to be too close to the proposed signalized intersection (I/S) at Monterey Rd. /Raisch driveway. This interior driveway could impact northbound left-turn and southbound right-turn vehicles on Monterey Rd.

3. Table 6, page 86: The 2000 Highway Capacity Manual (HCM) uses control delay and not average stopped delay as is shown in this table.

4. Table 7, page 87: this table is from the Santa Clara Valley Transportation Authority (SCVTA) and not 2000 HCM.

5. Existing Freeway Segment Operations, page 89: Please include SR-87 between Curtner Avenue and Capitol Expressway and SR-87 between Capitol Expressway and SR-85.

6. Table 9, page 90: The Level of Service (LOS) data in this table does not match what is shown in SCVTA's 2002 Monitoring and Conformance Report dated April 2003. This table needs to be revised.

7. Table 10, page 91: Average delay does not match what is shown in the intersection analysis (Traffix) for intersection #18 and #22.

8. Table 12, page 93: Explain why average delay has decreased at many of the intersections when comparing Project traffic to Background traffic.

9. Table 12, page 93: Average delay does not match what is shown in the intersection analysis (Traffix) for intersection #4 and #22.

10. Project Driveway Operations, page 95: The report states that this driveway will operate at LOS B in the A.M. and LOS C in the P.M. However, Table 12 shows LOS B for both A.M and P.M. Which is correct? Also, need to include the intersection analysis (Traffix) for this intersection as it was not included in Volume III of this DEIR.

11. Table 25, page 134 & 135: Explain why average delay has decreased at many of the intersections when comparing Cumulative traffic to Existing, Background and Project traffic.

12. Table 25, page 134 & 135: The LOS does not match corresponding delay at many of the intersections. This table needs to be revised.

13. Table 25, page 135: Intersections #18 and #22 exceed the City of San Jose LOS standard. These intersections are being significantly impacted and mitigation measures need to be identified and implemented to reduce this impact to insignificant levels. If mitigation measures are not implemented, fair share fees should be collected.

14. Cumulative Transportation Impacts, page 134-136: The cumulative scenario should include traffic generated by the Downtown Strategy 2000 project along with the traffic generated by the General Electric project. The traffic generated from these two developments, along with background and proposed project traffic, should be combined to form the traffic volumes used in the Cumulative conditions scenario. The Cumulative conditions traffic intersection analysis should be re-run with this data included and submitted for our review.

15. Cumulative Freeway Segment Impacts, page 137: Need to identify and implement mitigation measures to offset this significant impact. If mitigation measures are not implemented, fair share fees should be collected.

16. Cumulative Level of Service Impacts, page 137: Need to include the reasons why these intersections can not be mitigated. Fair share fees need to be collected to offset these significant impacts.

EIR Volume II

17. Table 1, page 17: On page 16 the report states that the correlation between average control delay and level of service is contained in Table 1. In Table 1, delay is shown as Average Stopped Delay. Which delay is being used?

18. Figure 6: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #2, #3 and #9. Which volumes are correct?

19. Figure 7: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #1, and #22. Which volumes are correct?

20. Figure 11: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #23, and #35. Which volumes are correct?

21. Monterey Highway & Raisch Driveway Access Alternatives, Alternative A, page 38: If this alternative is included in this project, mitigation measures must be included for the Monterey Rd. /Lewis Rd. and Monterey Rd. / Curtner Ave.-Tully Road intersections to offset this significant impact. If mitigation is not implemented, fair share fees should be collected.

22. Monterey Highway & Raisch Driveway Access Alternatives, Alternative B, page 39: If this alternative is included in this development project then mitigation measures must be included for the Monterey Rd. /Pullman Way intersection to offset this

significant impact. If mitigation is not implemented, fair share fees should be collected.

23. Monterey Highway & Raisch Driveway Access Alternatives, Alternative D, page 40: This is not a combination of Alternative A and C as is stated in the DEIR.

24. Left-turn Queue Analysis, page 40: Need to mitigate where the queues overflow left-turn storage on state highways.

25. Figure 12: Volumes shown in this figure do not match volumes used in intersection analysis (Traffix) for intersections #12, #17, #33 and #35. Which volumes are correct?

EIR Volume III

26. Background Conditions: The intersection analysis for intersections #34 and #35 are missing. Please submit for our review.

27. Project Conditions: The intersection analysis for intersection #42 is missing. Please submit for our review.

28. Cumulative Conditions: The intersection analysis for intersection #42 is missing. Please submit for our review.

29. Existing Intersection Turning Movement Counts: The existing intersection turning movement counts for all studied intersections are missing. Please provide for our review.

30. Existing Intersection Turning Movement Counts: The turning movement count volumes do not match volumes used in the intersection analysis for the following intersections, #9 and #10. Please revise the intersection analysis and re-submit for our review.

31. ATI Sheets and Approved Projects Trips: Approved trips do not match approved trips used in the intersection analysis. Please revise the intersection analysis and re-submit for our review.

32. Pending Project Trips: What are these project trips for? If these additional traffic volumes are expected, the intersections analysis should be revised and re-submitted for our review with these additional volumes included.

Forecasting

1. **LOS Threshold for Basic Freeway Segment in Highway Capacity Manual (HCM) 2000** - Appendix C, Volume II, Table 17: The Level of Service Freeway Segment is inconsistent with the LOS thresholds of basic freeway segments when compared with the HCM 2000. The HCM 2000 shows a much lower threshold for LOS D, E & F. Specifically, note the much higher threshold for LOS F in Table 17. This would create misleading outcomes by reducing the number of basic freeway segments at LOS F. Please revise the traffic impact analysis and associated mitigation measures accordingly and submit for our review and comment.

LOS	*Density in Table 17*	*Density in HCM 2000*
D	46	35
E	58	45
F	> 58	> 45

2. **Measurement of Effectiveness for Signalized Intersection in HCM 2000**
Appendix C, Volume II, Table 1: The latest measurement of effectiveness (MOE) should be used to determine the signalized intersection LOS. The average controlled delay per vehicle, as used in the HCM 2000, should be used instead of the average stopped delay per vehicle as shown in the report, which is based upon HCM 1994 & 1985.

3. **Cumulative Traffic Condition**
Appendix C, Volume II: Please provide the traffic impact analysis of basic freeway segments and intersections under Cumulative conditions. Do the Cumulative conditions include Project conditions? If not, the report should include Cumulative plus Project conditions. Of interest, we note and believe that the "Cumulative condition" in Appendix F, Volume III is actually the "Future Growth condition" as shown in Figure 21. On page 70, traffic under the Future Growth condition applied 1.2 percent per year to the project opening year 2009. This was added to the Existing condition. This should not be the Cumulative condition.

4. **Spell out the Forecasting Year for Various Traffic Conditions**
Please revise the report to show the year in conjunction with the traffic volumes under Background conditions and Cumulative conditions. Is 2009 the year of the Cumulative condition and the Future Growth condition? If so, this is too short-term.

Additional comments, if any, from our Environmental Engineering and Project Management Branches will be forwarded as soon as they are received.

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. Scott Morgan (State Clearinghouse)

-----Original Message-----
From: Douglas Kolozsvari [mailto:DKolozsvari@baaqmd.gov]
Sent: Friday, May 13, 2005 12:01 PM
To: teresa.estrada@sanjoseca.gov
Subject: Goble Lane DEIR

Hello,

I have a few questions about the Goble Lane DEIR that I was hoping you could answer.

According to the DEIR (on page 11) it states that the General Plan was amended (approved in June 2004) for the development of the project at this proposed density. Was there an environmental review of the effects of this amendment and, if so, what did it say about this project's affect on inducing substantial growth? I could not find anything in the Land Use section of the DEIR that talked about this threshold of significance.

The Air Quality Impact Analysis in Appendix D (page 17) states that the project would have a significant cumulative impact on air quality because it would "require a General Plan amendment, and the Vehicle Miles Traveled under the proposed designation is substantially higher than under the existing designation." Could you please clarify whether this is the case?

Also, why was Alternative C not recommended in the DEIR? It states in the DEIR that it meets the project's objectives, is feasible from a construction standpoint, and is the environmentally superior alternative.

I will be on vacation starting 5/16 and will be returning on 5/31. I have to turn this letter around quickly upon my return but feel free to e-mail me anytime prior to then.

Thank you,
Doug

Douglas Kolozsvari
Environmental Planner
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
(415) 749-4602

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

June 6, 2005

Teresa Estrada
Department of Planning, Building and Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: Goble Lane Mixed Use Development

Dear Ms. Estrada:

The Bay Area Air Quality Management District (District) has received your agency's Draft Environmental Impact Report (DEIR) for the Goble Lane Mixed Use Development project. The Goble Lane Mixed Use Development project proposes to demolish existing structures on a 29.5-acre site and construct up to 18,000 square feet of commercial retail, a 2.0-acre public park, and up to 969 residential units, consisting of single-family detached residences, townhouses, condominiums, and market rate and affordable apartment units. On March 10, 2005, we submitted a comment letter to your agency in response to the Notice of Preparation for this DEIR, and we have the following additional comments on ways to minimize potential air quality impacts.

The District strongly supports the City of San Jose's effort to locate more housing closer to transit, particularly in urbanized areas. Shifting housing and jobs away from greenfield development towards in-fill and redevelopment can decrease dependence on automobiles for work trips, thereby reducing overall motor vehicle emissions. While we support the City's efforts to promote infill and transit oriented development, District staff urge the City to carefully consider the design of the project. Currently, the DEIR identifies a significant unavoidable impact as a result of locating sensitive receptors within 500 feet of the Raisch Products asphalt plant and exposing them to potential odor impacts. District staff urge the City to adopt Alternative C: Site Design Alternative. This alternative minimizes potential odor impacts from the plant by increasing the distance between the two land uses. The DEIR also identifies this alternative as the environmentally superior alternative.

The DEIR states that all soils on the project site are contaminated with lead, diesel, motor oil, and/or benzene and will be excavated to a depth where clean soil is known to occur. We recommend that the Final Environmental Impact Report state the exact process for excavating and transporting this soil. Please note that aeration of contaminated soil may require a District permit. For questions regarding District permit requirements for soil aeration, please contact Air Quality Engineer Robert Cave at (415) 749-5048 or at rcave@baaqmd.gov.

The DEIR concluded that the project would not cause a significant increase in peak-hour load factors on transit vehicles assuming a "typical transit mode share of one to two percent." The Santa Clara Valley Transportation Authority (VTA) notes on page 97 of its *Valley Transportation Plan 2020* that 3.8 percent of all Santa Clara County home-based work trips are made using transit. The project location is also relatively close to employment areas, such as Downtown San Jose, which have good access to transit. This could lead to even higher transit usage among project residents. We recommend that the City work with VTA to encourage transit connectivity, provide adequate service, monitor for potential crowding and adjust service as necessary. We also encourage the City to promote transit ridership at the project by requiring or requesting the developer to provide transit passes, such as EcoPass, to all residents and employees of the project.

If you have any questions regarding these comments, please contact Doug Kolozsvari, Environmental Planner, at (415) 749-4602.

Sincerely,

Jean Roggenkamp
Deputy Air Pollution Control Officer

JR:DK

cc: BAAQMD Director Erin Garner
BAAQMD Director Liz Kniss
BAAQMD Director Patrick Kwok
BAAQMD Director Julia Miller

County of Santa Clara
Roads and Airports Department
Land Development and Permits
101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2460 FAX (408) 441-0275

May 12, 2005

Teresa Estrada
Planner II
City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Subj: Draft Environmental Report for the Goble Lane Mixed-Use Planned Development Zoning
File No: PDC02-066, SCH No: 2005022057

Dear Ms. Estrada:

We have received and reviewed the Draft Environmental Impact Report for the Goble Lane Mixed Use Planned Development Zoning on April 26, 2005. The following are our comments:

1. The Environmental Impact Report should analyze Level of Service on Almaden Expressway, south of Curtner Ave. and Capitol Expressway at Snell and the on/off ramp at Highway 87.
2. The project proponent should provide a Traffic Impact Analysis on all County identified facilities. Mitigations should be offered for any identified adverse impacts.
3. Provide a copy of your Final EIR for our review and comments.

Thank you for the opportunity to review and comment on this project. Please call me at (408) 573-2462 for any questions.

Sincerely,

Felix Lopez
Project Engineer

cc: MA, SK, WRL, RN, file

anta Clara Valley
Vater District

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACIMILE (408) 266-0271
www.valleywater.org
AN EQUAL OPPORTUNITY EMPLOYER

File: 17912
Coyote Creek

June 3, 2005

Ms. Teresa Estrada
Planning Division
Department of Planning, Building, & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: City File No. PDC02-066 — Goble Lane Mixed-Use Development, Draft Environmental Impact Report, State Clearinghouse No. 2005022057

Dear Ms. Estrada:

The Santa Clara Valley Water District (District) has reviewed the Goble Lane Mixed-Use Development draft Environment Impact Report (DEIR) for the Planned Development Rezoning of a 29.5 acre site, located at the southwest corner of Monterey Road and Goble Lane, from R-MH-Residential Mobile Home Park, HI-Heavy Industrial, and LI-Light Industrial Zoning District to allow the demolition of the existing industrial and commercial buildings and mobile home park for the development of up to 18,000 square feet of commercial retail, two-acre park, and 969 residential units.

The subsurface of the project site is bounded by the Santa Clara Valley Unconfined subbasin to the east and a bedrock zone to the west and north. Groundwater in the area is between 30 and 50 feet below ground surface (bgs). The groundwater gradient in the area is to the north, and there is a strong downward vertical gradient from shallow to deep groundwater. Taking some of these factors into consideration, the DEIR raises a few issues which present a moderate environmental impact, general statements and assumptions made throughout the DEIR that do not fully address groundwater quality issues.

Page 47 indicates a drainage ditch along the property line at the northerly corner of the site, which drains to a large storm drain located on the north side of the Goble Lane. During construction, Best Management Practices (BMPs) should be implemented to ensure the channel does not erode or serve as a conduit for carrying construction debris, silts, hazardous materials, etc., into the storm drain which ultimately makes its way to Coyote Creek to the east.

Under the Hydrology section, page 47, use of vegetated swales and a retention pond are planned to mitigate runoff from parking lots and hardscape areas. These are expected to detain storm water runoff, filter suspended solids and filter water through the subsoil. Using swales or retention ponds to mitigate any contaminants in runoff in an area of potential hydraulic connectivity between the shallow and deeper aquifers may create an undesired risk to future drinking water sources. A more detailed description regarding the implementation of BMPs for the construction and maintenance of these facilities should be included that demonstrates the protection of the groundwater basin.

Page 49 describes the development of a two-acre public park close to Monterey Road (east side of property), to help mitigate runoff from the interior public streets. As described above, the same concerns regarding this type of facility still apply. Where the DEIR states that the

"pollutants can be removed when the grass turf is cut" is not entirely accurate. Studies have shown that depending on the type of contaminant, grass type, and other factors, some contaminants like metals are only taken up by the root system and not by the plant or in this case the grass itself. Therefore, simply cutting the grass will not necessarily mitigate any contamination deposited by runoff into this facility. Once the root system has reached a steady state, the amount of expected influent contamination will equal the amount of effluent contamination, possibly infiltrating through the soils and potentially contaminating deeper aquifers. The use of these types of facilities should be investigated further and alternatives presented.

A general assumption is made in paragraph four of page 49, stating that the water table is 50 feet bgs, and it is, therefore, possible to reduce the amount of runoff discharged to the undersized storm drain along Monterey Road by allowing any excess runoff to percolate on site. However, it is unclear if the percolation rates for the site have been determined. Solely relying on percolation to mitigate any additional rainfall runoff not accommodated by the storm drain can lead to overflow conditions and excessive contaminant migration.

As stated in the last paragraph of page 49, a 30-feet deep pond is planned for construction at the northwestern section of the development to help mitigate runoff from the western cul-de-sac area and runoff from Communication Hill on the west side of the railroad tracks. It is unclear how the subdrain system in the pond will be constructed to meter out water to the storm drain lines on Monterey Road and prevent standing water. By definition the pond will hold water which can potentially contaminate shallow and deeper groundwater in that area which is susceptible to deep infiltration due to the bedrock formation as mentioned above.

Under the Water Quality Impacts section on page 51, the DEIR states that as a result of the planned runoff mitigation measures (or percolation), "the proposed project is anticipated to reduce the storm water pollutant levels below the current existing levels." Relying on percolation to mitigate runoff contamination should not be the only alternative proposed, for the reasons stated above. Further alternatives should be investigated and presented prior to implementation, and BMPs should be instituted to demonstrate the protection of the groundwater basin.

Under Hazardous Material section on page 65, there is reference made to a Phase I Environmental Assessment prepared in 2002. Soil samples collected and analyzed for VOCs and PCBs resulted in non detectable levels "above acceptable levels." It is unclear what acceptable levels are in this section. For instance, were these compared to preliminary remediation goals (PRGs) or environmental screening levels (ESLs)? The significance to groundwater here is that depending on location, future construction may impact these areas and storm water runoff may come into contact with this material and if diverted, it could migrate by infiltration to the subbasin. A more thorough explanation of the contaminant detections encountered and at what depths and horizontal extent should be included in this section. Similarly, concerns over section "Mitigation and Avoidance Measures for Hazardous Materials Impacts" on page 73, are raised, which states that any source removal will be limited to no more than 5 feet bgs. However, often the extent of contamination at fuel release sites can not be determined until actual construction/excavation takes place and further contamination becomes apparent. The DEIR should not limit its source mitigation measures to 5 feet bgs since deeper contamination may exist and potentially impact shallow and subsequently deeper groundwater.

The District's water supply planning efforts are based upon projected growth and development included in the City's General Plan together with consideration of regional growth projections

from the Association of Bay Area Governments (ABAG). Changes in General Plan and regional growth projections and major new development can have a significant impact on water supply availability and reliability if the projected increase in water demand has not been considered. The District's Integrated Water Resources Planning Study (IWRP 2003) identified water supply shortfalls during dry years now and into the future. IWRP 2003 provides a planning framework for investment decisions and future water supplies to meet these shortfalls. Through the District's Integrated Water Resources Planning 2003 (IWRP) and additional analysis, we have identified the need for additional water supply investments to protect and improve supply reliability. The 2005 projections from ABAG show increases in housing and jobs after 2020 and allows for "smart growth" within the region. The proposed project increases demand by approximately 200 acre-feet per year. The DEIR identifies water supply as a less than significant impact.

The DEIR includes an initial water supply assessment (WSA) prepared by the San Jose Water Company. Water Code Section 10910 (SB 610) indicates that the WSA should be completed prior to the issuance of a DEIR. The Water Code requires documentation that projected water supplies satisfy the demands of the project. If the City determines that water supplies will not be sufficient, the City must include that determination in its finding for the project. The sources of supply identified in the Initial WSA (undated attached in DEIR Appendix G) appears to be primarily groundwater. The Initial WSA also shows significantly increased groundwater pumping into the future by San Jose Water Company to accommodate other growth in their service area. The District has not planned for this increase in groundwater pumping and is working with San Jose Water Company to decrease their overall reliance on groundwater and accommodate more demand growth by using treated water.

The Initial WSA indicates that the District has sufficient supplies to the needs of the County through 2020. This statement was taken from the Districts previous Urban Water Management Plan (2000) and did not include this and other growth in demand. The WSA incorrectly concludes that the future of San Jose Water Companies water supply is secure for years to come. IWRP 2003 identifies shortfalls likely to occur during drought periods which in all likelihood would be increased by this development. The Initial WSA should be revised to identify the actual new source of water (groundwater needs to be replenished) and whether additional recharge capacity is needed if groundwater is the source. Other potential water sources could be considered similar to those considered under the water portfolios used in IRWP 2003.

A revision to the water supply assessment should be prepared by the retailer to properly address this concern. Based upon the final water supply assessment, we recommend that additional mitigation measures be required to address the impact.

Additional supply and infrastructure investments will be needed to meet the demand during dry years. The District and local water retailers are currently preparing their 2005 Urban Water Management Plans (UWMP 2005) to be submitted to the Department of Water Resources by December 31, 2005. For the District's UWMP 2005, projected water demands will be based upon the City's General Plan. This additional demand will need to be incorporated into the UWMP and all future water supply planning studies to ensure that appropriate investments are undertaken to ensure supply reliability for this project and the region. We recommend that this be included as a mitigation measure.

We also recommend that a Mitigation Measure be proposed for the City to require that all new residential and commercial development incorporate water conservation measures and use of recycled water both indoor and outdoor to the maximum extent practicable. This includes such

water-saving measures as the use of recycled water for irrigation, and the most current water conserving technologies/practices available, such as:

- Construction standards that require high-efficiency fixtures (for example, high-efficiency 1.2 gallons-per-flush toilets).
- Construction standards that require high-efficiency devices for outdoor water uses (such as self-adjusting weather-based irrigation controllers).
- Enforcement of the City's Model Efficient Landscape Ordinance (as per AB 325 1990).
- Dual plumbing for interior recycled water use.
- Promotion and use of drought tolerant and native plantings in landscaping.

Additionally, all new development should be in compliance with the Green Building Policies (LTS). Additional information on latest developments in water conservation can be obtained from Mr. Hossein Ashktorab in the District's Water Use Efficiency Unit.

Recycled water should be required for all new construction, including landscape irrigation, ornamental features (fountains, ponds), and potential toilet flushing in hotels and industrial uses. We understand that this is consistent with the City's General Plan goals and we recommend maximizing recycled water usage.

The cumulative impacts section should also consider water supply a significant impact based upon the potential to increase water shortages during dry years thereby decreasing regional water supply reliability.

Thank you for the opportunity to comment on the DEIR. If you have any questions or comments, you can contact me at (408) 265-2607, extension 3174, or at syung@valleywater.org.

Sincerely,

Samuel Yung

Samuel Yung
Associate Engineer
Community Projects Review Unit

cc: Mr. Akoni Danielsen
Planning Division
Department of Planning, Building, & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

S. Tippets, S. Yung, T. Hipol, M. Klemencic, J. Crowley, B. Ahmadi, H. Barrientos, File (2)

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SANTA CLARA
Valley Transportation Authority

June 6, 2005

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

Attention: Teresa Estrada

Subject: City File No. PDC02-066 / Goble Lane Mixed Use

Dear Ms. Estrada:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Planned Development Rezoning for 18,000 square feet of commercial development and 969 residential units at the southwest corner of Monterey Road and Goble Lane. We have the following comments.

On-Site Planning and Design

VTA commends the planned development of below-grade parking structures beneath residential buildings for the majority of vehicle parking. VTA also commends the planned mixed-used development fronting Monterey Highway, including ground level neighborhood serving retail with residential units above, and retail parking located to the rear of the buildings.

Previous Comments:

VTA previously commented on this development site in letters dated March 17, 2005 and November 7, 2002. Key recommendations included in the March 17, 2005 letter, which are still relevant to this project, are repeated as follows:

- Mixed Land Uses and High Density Development

  VTA recommends developing this site at the maximum possible density, or at least 40 du/ac, which is consistent with the recommendations of Appendix D (page D-3) of VTA's *Community Design & Transportation (CDT) Guidelines* for *Bus Rapid Transit Corridors*. VTA supports the proposed mixed-use development to include both residential and commercial retail at the site. As discussed in the *CDT Guidelines*, VTA encourages developments that provide a mix of compatible land uses within walking distance of each other in order to foster lively pedestrian environments and ultimately reduce the need for automobile travel, thereby enhancing the local community.

- Building Orientation, Parking, and Pedestrian Connectivity

  VTA recommends that future residential units at this site be oriented to the internal street network as much as is possible, with minimum setbacks and parking to the rear of buildings. VTA commends the plan to develop commercial buildings that front Monterey Road, and also encourages the incorporation of thoughtful pedestrian connectivity into the site design to minimize walking distances to planned retail or personal services on the site, as well as to provide convenient connections to area transit stops.

- Bus Rapid Transit Support

  This site is located along a potential future VTA Bus Rapid Transit (BRT) Corridor. Therefore, the site design should ensure unobstructed pedestrian access between site buildings and the adjacent sidewalk on Monterey Road to ensure easy access to nearby transit stops. The site design should also afford sufficient pedestrian right-of-way along Monterey Road to allow for potential further development of the location as a Bus Rapid Transit stop. Future developments at this site should include transit supportive sidewalks and street structures appropriate for the operation of 60-foot articulated buses. (For example, this may be achieved with the provision of a bulb out at the bus stop, a minimum 8 ft x 40 ft sidewalk, plus a 10 ft x 75 ft PCC bus pad, constructed via monolithic pour including curb and gutter.)

Additionally, relevant, summarized excerpts from the November 7, 2002 letter are also repeated as follows:

- Due to the proximity of this project to the planned BRT line, VTA requests an opportunity to review any public improvement plans associated with the development.

- To encourage pedestrian activities, VTA staff recommends that street trees should be included along the sidewalks on Goble Avenue.

- VTA staff recommends that the proposed development provide access to the city park from the adjacent mobile home park to the north and developments to the south to encourage park visitors to walk and bike to the park.

- VTA staff also recommends that sidewalks be provided throughout the development along both sides of all private drives to accommodate pedestrians and bicyclists accessing Monterey Road from the site's interior.

- Please note that Monterey Highway, in the vicinity of the proposed project, is part of the Cross-County Bicycle Corridor Network. Since there are bicycle facilities within the vicinity of the project site, VTA recommends that appropriate bicycle parking be provided on site.

The VTA *Community Design & Transportation (CDT) Guidelines* and the VTA *Pedestrian Technical Guidelines* should be used when designing these developments. These documents provide guidance on site planning, building design, street design, preferred pedestrian environment, intersection design and parking requirements. Both *Guidelines* are available upon request to agency staff. For more information, please call Chris Augenstein, Development & Congestion Management Division, at 408-321-5725.

The VTA *Bicycle Technical Guidelines* should also be used for guidance on estimating supply, siting and design for bicycle storage facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development & Congestion Management Division, at 408-321-5725.

Transportation System Planning and Design

Trip Generation

The traffic analysis includes the use of a trip reduction called a "capture rate reduction" to account for the project's mixed use (housing-retail) nature. This reduction is 25 percent. The analysis also includes the 13 percent reduction for retail-housing mixed use developments from VTA's *TIA Guidelines*. There are two issues with these reductions: the "capture rate reduction" is not a trip reduction listed in the *TIA Guidelines*, and it seems that these two reductions are both addressing trip reductions associated with the retail and housing components of the proposed project (i.e., seems to be a double count). Please provide an explanation for the need for both reductions and make adjustments accordingly.

Project Mitigation of Left Turn Pocket Impacts

The analysis indicates that project traffic in some instances would cause queues in left turn pockets to overflow the available storage (e.g., the northbound left turn at Monterey Highway/Curtner Avenue in the AM peak). Monterey Highway is a CMP facility with a steady stream of traffic moving at a higher speed than on ordinary local roadways. In cases like Monterey Highway/Curtner Avenue, it is recommended that the proposed project make a "fair-share" contribution to improving left turn pockets where physically feasible.

Roadway Impacts

It is stated in the DEIR that "(m)itigation of significant project impacts on SR 87 and US 101 freeway segments will require roadway widening to construct additional through lanes. It is not feasible for an individual development project to be responsible for implementing such extensive transportation system improvements." In these instances, it is recommended that the impacting project make a "fair-share" contribution to improvements to the affected facility. In many instances, physical widening of the facility may not be feasible; however, other operational

improvements like the addition of general purpose or carpool lanes on ramps and ITS to improve the ability of Caltrans and the City of San Jose to respond to traffic conditions should be evaluated and be considered as part of the process for developing the project.

VTA Support Services:

VTA staff look forward to reviewing future development plans for this site as they become available.

For more information, general questions, technical support, or to arrange a meeting with VTA staff to discuss On-Site Planning and Design of this or any other development projects, please contact George Tacké, Development & Congestion Management Division, at 408-321-5865 or via email at george.tacke@vta.org. VTA staff look forward to assisting you.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:rm

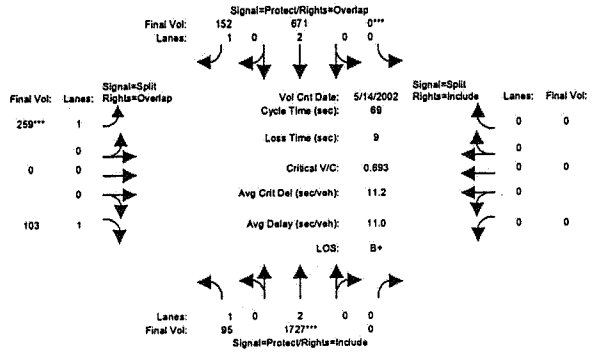
cc: Ebrahim Sohrabi, San Jose Public Works Department
Samantha Swan, VTA

VI. SUPPLEMENTARY INFORMATION

GOBLE LANE EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #34: SENTER/UMBARGER

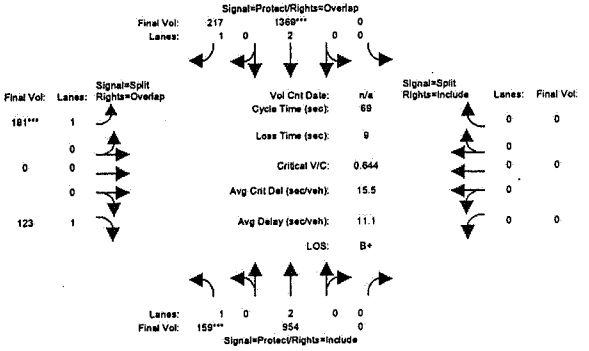


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	90	1683	0	0	642	152	259	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1683	0	0	642	152	259	0	103	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI+Other P:	5	44	0	0	29	0	0	0	0	0	0	0
Initial Fut:	95	1727	0	0	671	152	259	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1727	0	0	671	152	259	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1727	0	0	671	152	259	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1727	0	0	671	152	259	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.00	0.00	0.18	0.09	0.15	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	7.0	45.3	0.0	0.0	38.3	53.0	14.7	0.0	21.7	0.0	0.0	0.0
Volume/Cap:	0.54	0.69	0.00	0.00	0.32	0.11	0.69	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	32.6	8.3	0.0	0.0	8.4	2.1	30.6	0.0	17.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	8.3	0.0	0.0	8.4	2.1	30.6	0.0	17.4	0.0	0.0	0.0
DesignQueue:	3	26	0	0	12	1	8	0	3	0	0	0

GOBLE LANE EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #34: SENTER/UMBARGER

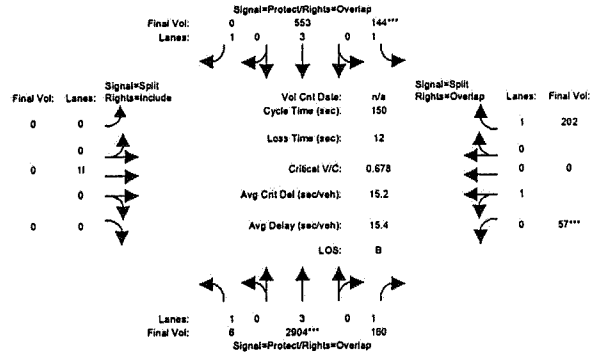


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	156	921	0	0	1312	217	191	0	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	921	0	0	1312	217	191	0	123	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI+Other P:	3	33	0	0	57	0	0	0	0	0	0	0
Initial Fut:	159	954	0	0	1369	217	191	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	954	0	0	1369	217	191	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	954	0	0	1369	217	191	0	123	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	954	0	0	1369	217	191	0	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.36	0.12	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	9.7	48.3	0.0	0.0	38.6	50.3	11.7	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.64	0.36	0.00	0.00	0.64	0.17	0.64	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	33.8	4.2	0.0	0.0	11.2	3.0	31.5	0.0	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	4.2	0.0	0.0	11.2	3.0	31.5	0.0	17.9	0.0	0.0	0.0
DesignQueue:	5	12	0	0	26	2	6	0	3	0	0	0

GOBLE LANE EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #35: LEWIS/MONTEREY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	6	2873	156	131	526	0	0	0	0	50	0	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2873	156	131	526	0	0	0	0	50	0	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI+Other P:	0	31	4	13	27	0	0	0	0	7	0	25
Initial Fut:	6	2904	160	144	553	0	0	0	0	57	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	2904	160	144	553	0	0	0	0	57	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2904	160	144	553	0	0	0	0	57	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	2904	160	144	553	0	0	0	0	57	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	0	1750	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.09	0.08	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	7.0	110	120.2	17.8	121	0.0	0.0	0.0	0.0	10.0	0.0	27.8
Volume/Cap:	0.07	0.69	0.11	0.69	0.12	0.00	0.00	0.00	0.00	0.48	0.00	0.62
Delay/Veh:	68.8	11.3	3.3	73.2	3.1	0.0	0.0	0.0	0.0	70.4	0.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	11.3	3.3	73.2	3.1	0.0	0.0	0.0	0.0	70.4	0.0	60.0
DesignQueue:	0	74	3	11	9	0	0	0	0	4	0	14

GOBLE LANE EIR
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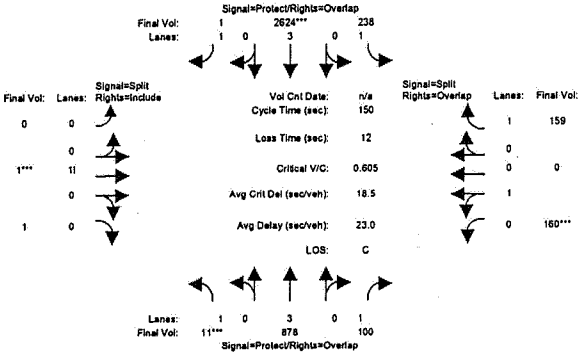
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #35: LEWIS/MONTEREY

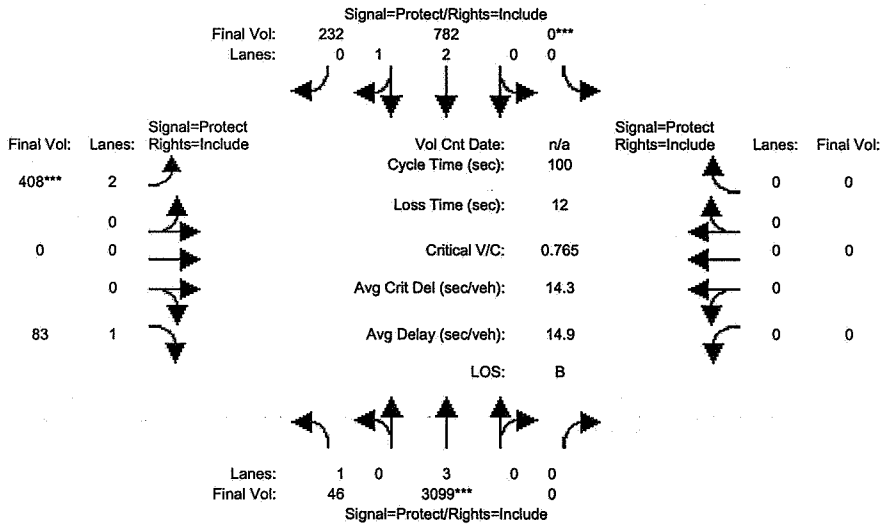


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	11	844	93	213	2586	1	0	1	1	156	0	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	844	93	213	2586	1	0	1	1	156	0	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI+Other P:	0	34	7	25	38	0	0	0	0	4	0	13
Initial Fut:	11	878	100	238	2624	1	0	1	1	160	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	878	100	238	2624	1	0	1	1	160	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	878	100	238	2624	1	0	1	1	160	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	878	100	238	2624	1	0	1	1	160	0	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	0	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.06	0.14	0.46	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	57.6	77.2	50.8	101	111.4	0.0	10.0	10.0	19.6	0.0	70.4
Volume/Cap:	0.13	0.40	0.11	0.40	0.68	0.00	0.00	0.02	0.02	0.68	0.00	0.19
Delay/Veh:	69.3	33.8	18.8	38.4	15.1	5.0	0.0	65.5	65.5	70.1	0.0	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	33.8	18.8	38.4	15.1	5.0	0.0	65.5	65.5	70.1	0.0	23.3
DesignQueue:	1	47	4	14	81	0	0	0	0	12	0	7

DKS Associates
Goble Lane EIR
(City of San Jose- Database)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #42: MONTEREY HIGHWAY & PROJECT SITE ENTRANCE

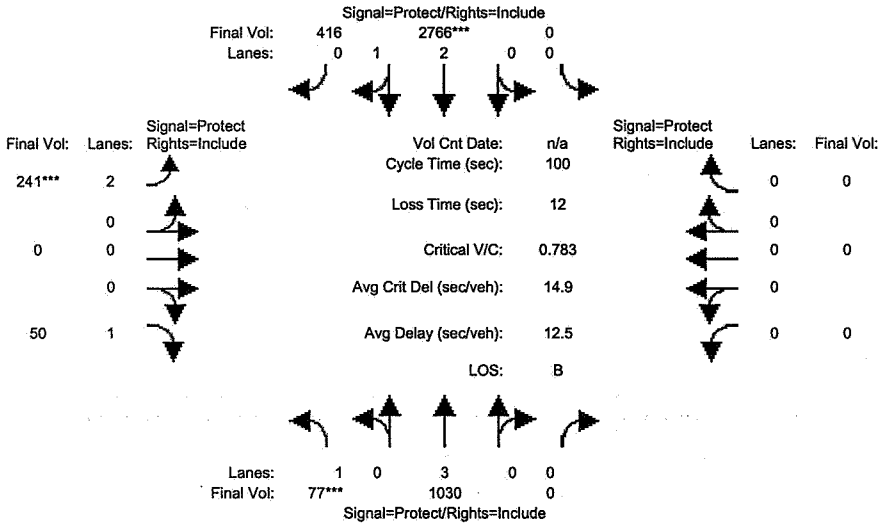


Street Name:	Monterey Road						Project Site Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	0	0	0
Volume Module:												
Base Vol:	46	3099	0	0	782	232	408	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	3099	0	0	782	232	408	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3099	0	0	782	232	408	0	83	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	3099	0	0	782	232	408	0	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3099	0	0	782	232	408	0	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	3099	0	0	782	232	408	0	83	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.29	0.71	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4317	1281	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.00	0.00	0.18	0.18	0.13	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	71.1	0.0	0.0	51.3	51.3	16.9	0.0	16.9	0.0	0.0	0.0
Volume/Cap:	0.13	0.77	0.00	0.00	0.35	0.35	0.77	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	33.2	10.1	0.0	0.0	14.6	14.6	46.2	0.0	36.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	10.1	0.0	0.0	14.6	14.6	46.2	0.0	36.7	0.0	0.0	0.0
DesignQueue:	2	58	0	0	22	7	19	0	4	0	0	0

DKS Associates
Goble Lane EIR
(City of San Jose- Database)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #42: MONTEREY HIGHWAY & PROJECT SITE ENTRANCE

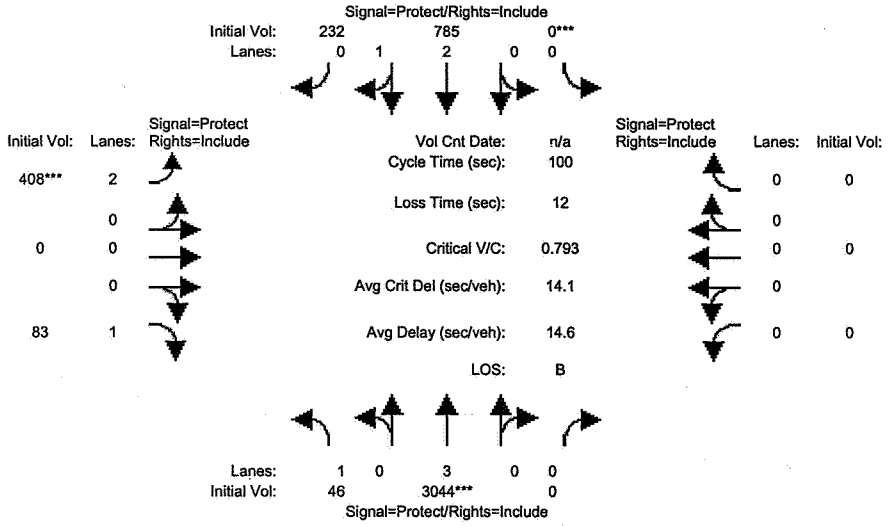


Street Name:	Monterey Road						Project Site Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	0	0	0
Volume Module:												
Base Vol:	77	1030	0	0	2766	416	241	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1030	0	0	2766	416	241	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1030	0	0	2766	416	241	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1030	0	0	2766	416	241	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1030	0	0	2766	416	241	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	1030	0	0	2766	416	241	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.59	0.41	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4867	732	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.00	0.57	0.57	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	78.0	0.0	0.0	71.0	71.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.63	0.23	0.00	0.00	0.80	0.80	0.77	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	55.2	3.0	0.0	0.0	11.0	11.0	54.5	0.0	42.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	3.0	0.0	0.0	11.0	11.0	54.5	0.0	42.6	0.0	0.0	0.0
DesignQueue:	4	13	0	0	52	8	12	0	3	0	0	0

GOBLE LANE EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #42: MONTEREY HIGHWAY & PROJECT SITE ENTRANCE

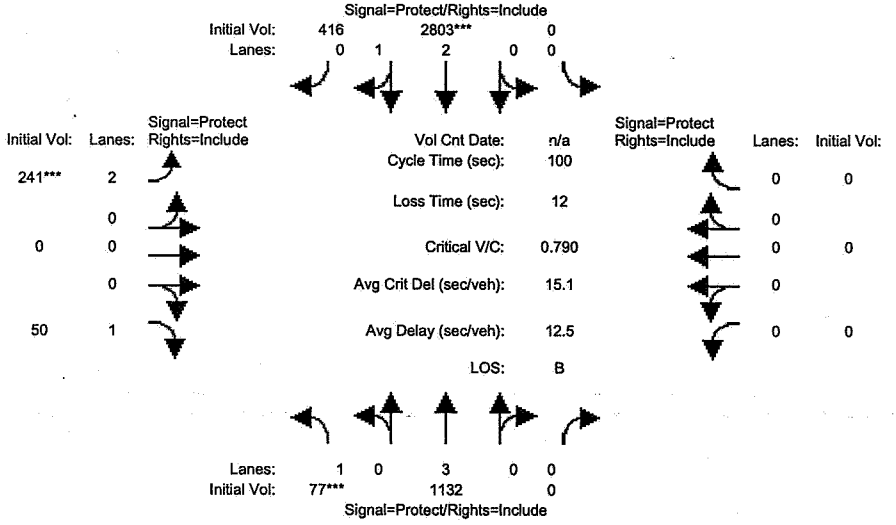


Street Name:	Monterey Road						Project Site Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	10	10	0	0	0
Volume Module:												
Base Vol:	46	3044	0	0	785	232	408	0	83	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	3044	0	0	785	232	408	0	83	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Other Proj.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3044	0	0	785	232	408	0	83	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	3044	0	0	785	232	408	0	83	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	3044	0	0	785	232	408	0	83	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	3044	0	0	785	232	408	0	83	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.96	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.34	0.66	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	5187	0	0	4252	1257	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.00	0.00	0.18	0.18	0.11	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.74	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.12	0.79	0.00	0.00	0.34	0.34	0.79	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	32.6	9.3	0.0	0.0	13.2	13.2	49.8	0.0	39.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	9.3	0.0	0.0	13.2	13.2	49.8	0.0	39.4	0.0	0.0	0.0
DesignQueue:	2	51	0	0	21	6	20	0	4	0	0	0

GOBLE LANE EIR
DKS ASSOCIATES

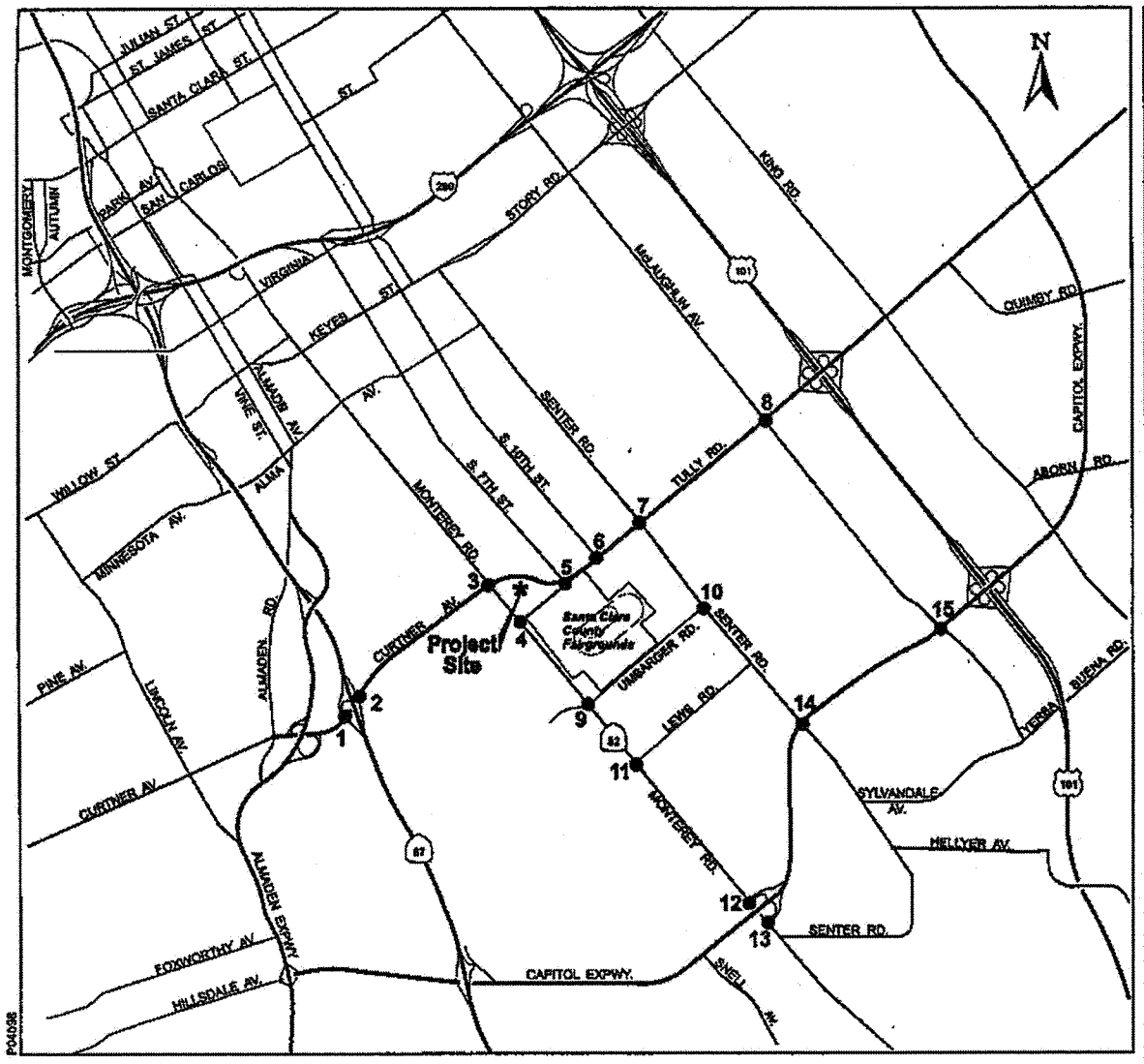
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #42: MONTEREY HIGHWAY & PROJECT SITE ENTRANCE



Street Name:	Monterey Road						Project Site Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	10	10	10	10	0	0	0
Volume Module:												
Base Vol:	77	1132	0	0	2803	416	241	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1132	0	0	2803	416	241	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Other Proj.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1132	0	0	2803	416	241	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1132	0	0	2803	416	241	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1132	0	0	2803	416	241	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	1132	0	0	2803	416	241	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4875	724	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.00	0.00	0.57	0.57	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	78.0	0.0	0.0	71.0	71.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.63	0.25	0.00	0.00	0.81	0.81	0.77	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	55.2	3.1	0.0	0.0	11.2	11.2	54.5	0.0	42.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	3.1	0.0	0.0	11.2	11.2	54.5	0.0	42.6	0.0	0.0	0.0
DesignQueue:	4	15	0	0	53	8	12	0	3	0	0	0

ATI SHEETS – APPROVED PROJECTS



● City of San Jose Study Intersection

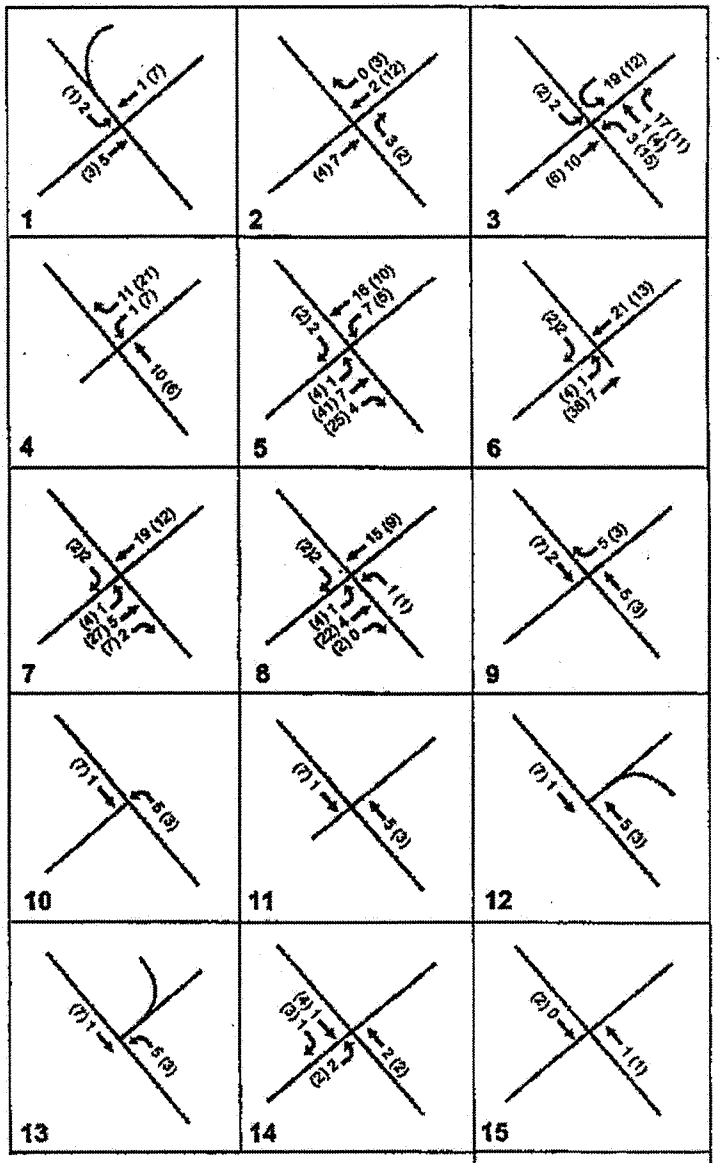


Figure 11
Project Trips
Weekday AM/PM Peak Hour

***DKS** Associates*

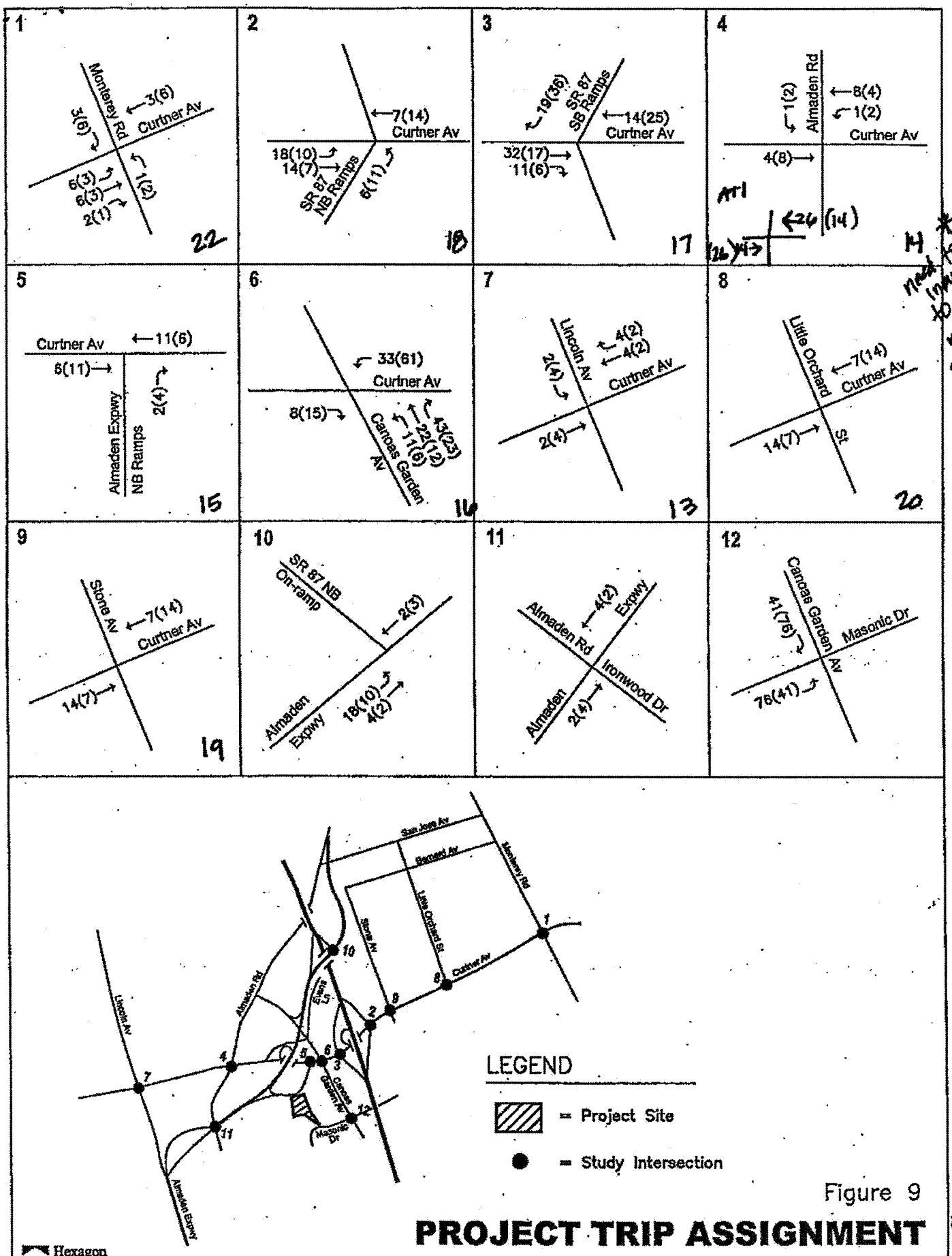


Figure 9

PROJECT TRIP ASSIGNMENT

Hexagon Transportation Consultants, Inc.

ATTACHMENT C

Venetian Terrace Residential TIA

BCJ / Fig9_ProjTrips.dwg

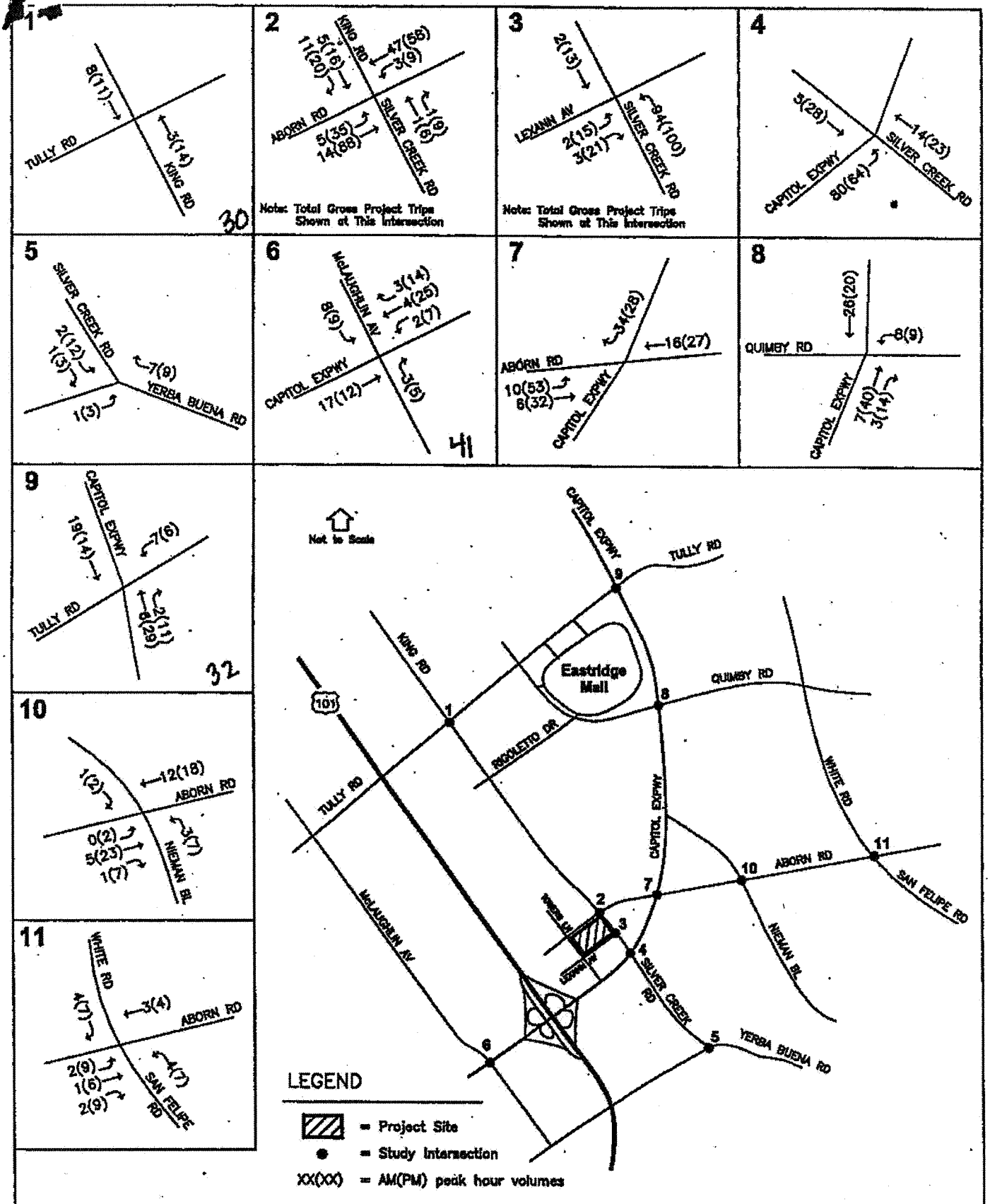


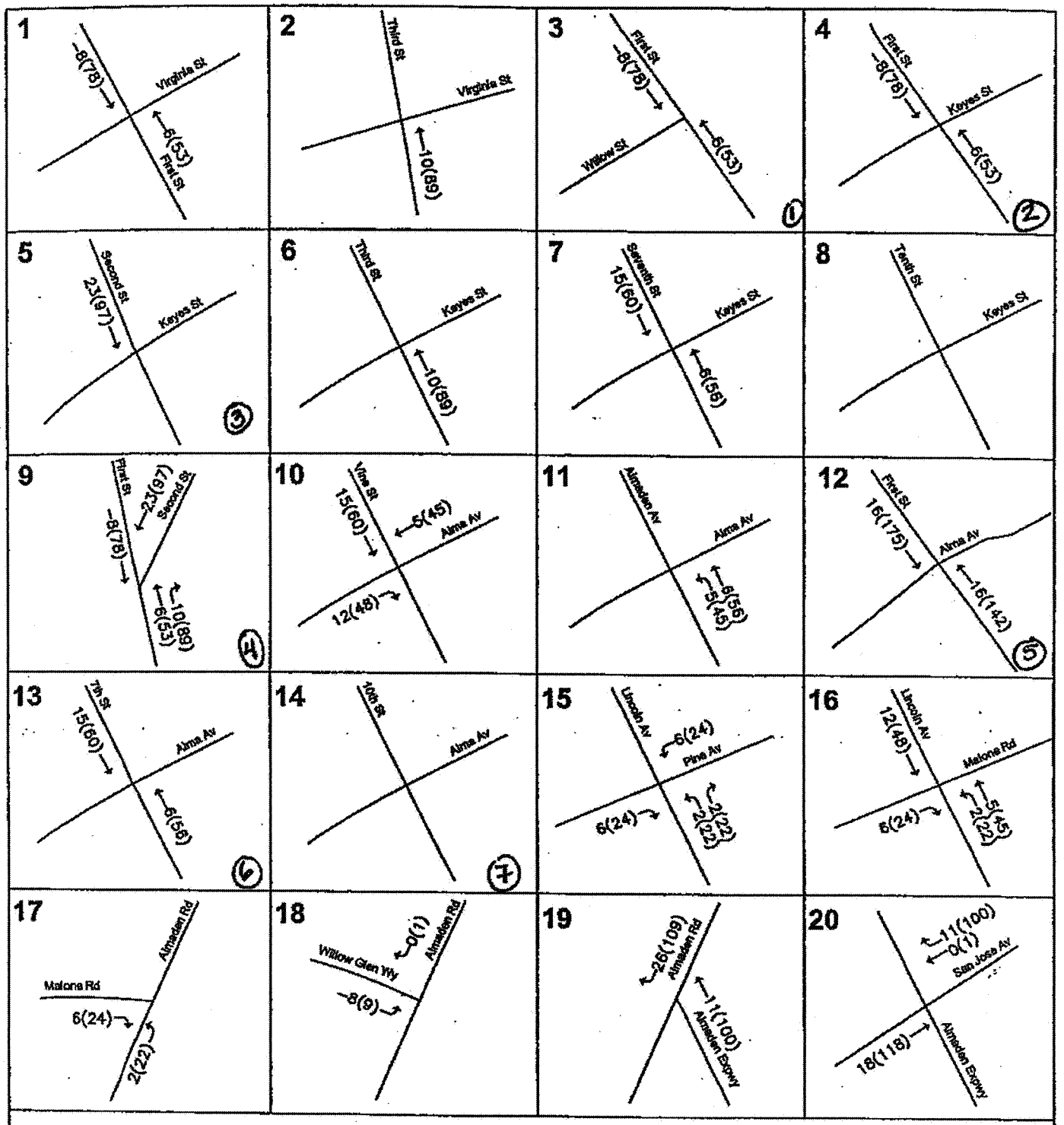
Figure 9

PROJECT OPTION 1 TRIP ASSIGNMENT

Paloma Centre Development TIA

Hexagon Transportation Consultants, Inc.

ATI SHEETS – PENDING PROJECT (GE)



LEGEND

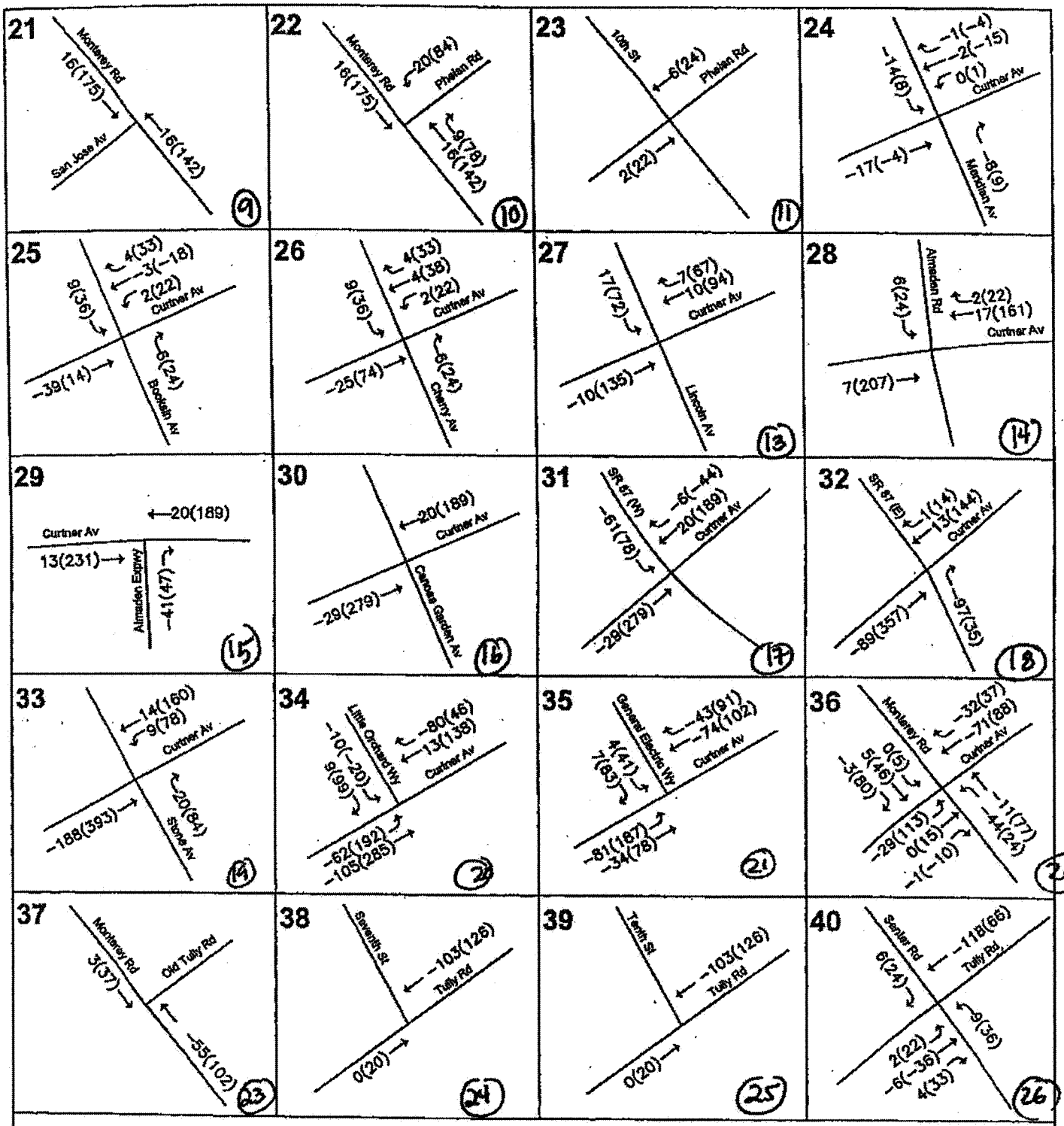
XX(XX) = AM(PM) Traffic Volumes

Figure 16

NET TRIP ASSIGNMENT FOR PROJECT OPTION 2 (COMMERCIAL PLUS CINEPLEX)

Hexagon
Transportation Consultants, Inc.

GE Monterey Road Site



LEGEND

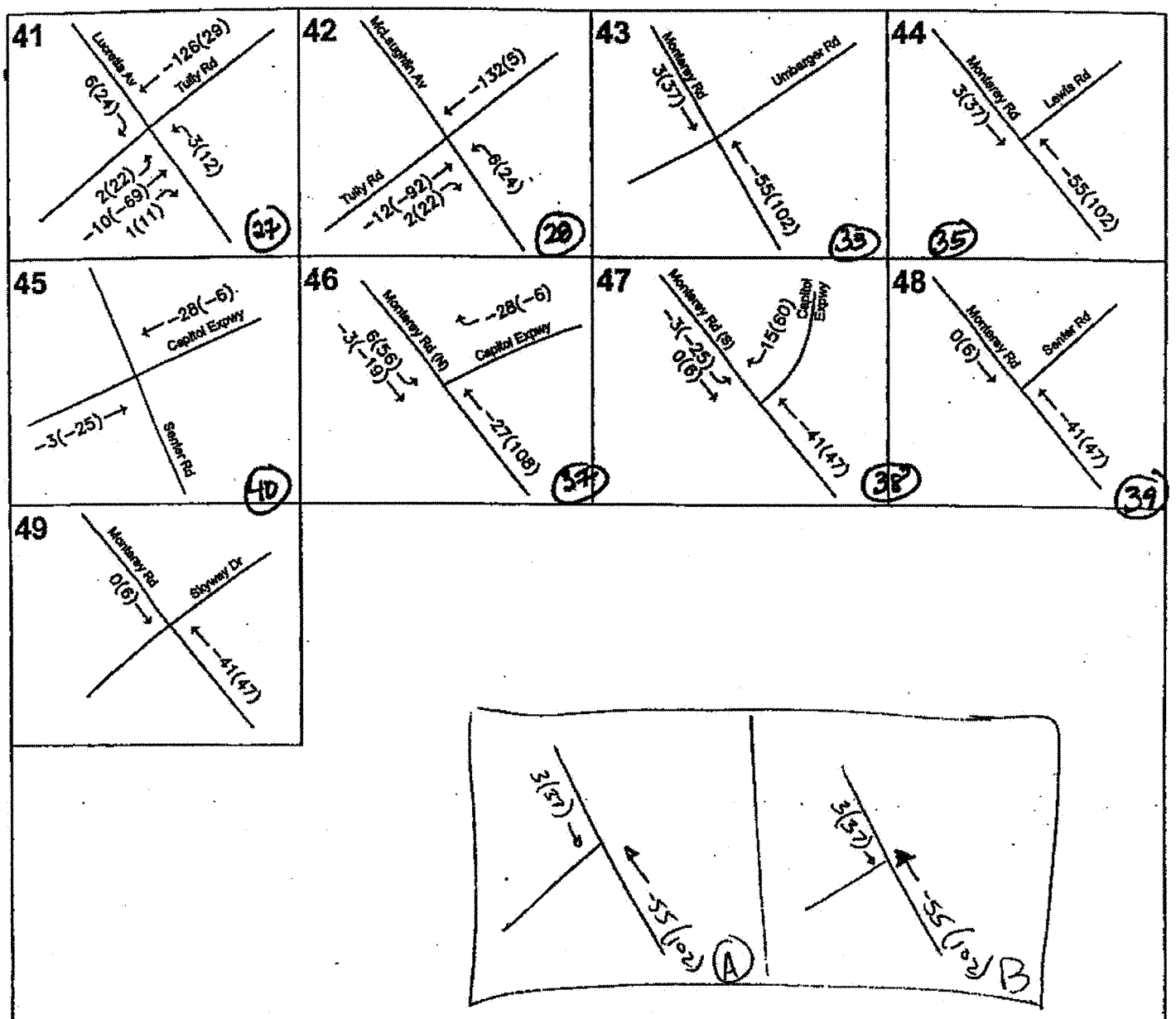
XX(XX) = AM(PM) Traffic Volumes

Figure 16

NET TRIP ASSIGNMENT FOR PROJECT OPTION 2 (COMMERCIAL PLUS CINEPLEX)

Hexagon Transportation Consultants, Inc.

GE Monterey Road Site



LEGEND

XX(XX) = AM(PM) Traffic Volumes

Figure 16

NET TRIP ASSIGNMENT FOR PROJECT OPTION 2 (COMMERCIAL PLUS CINEPLEX)

FREEWAY SEGMENT ANALYSIS

Freeway	Segment		Direction	EXISTING [1]					PROJECT				
	From/To	To/From		Lanes	Average Speed	Volume	Density	LOS	Project Trips	Density	LOS	% Impact of Capacity	Significant Impact
SR-87	SR 85	Captiol Expwy	NB	2	67	3170	24	A	25	23.8	C	0.54%	No
SR-87	Capitol Expwy	SR 85	SB	2	67	3080	67	A	46	23.3	C	1.00%	No
SR-87	SR 85	Captiol Expwy	NB	2	66	3430	26	A	47	26.3	D	1.02%	No
SR-87	Capitol Expwy	SR 85	SB	2	66	3560	27	A	26	27.2	D	0.57%	No

[1] 2002 Monitoring & Conformance Report. Santa Clara County Congestion Management Program. April 2003

San Jose Water Company's
Goble Lane
Water Supply Assessment

Prepared by:
Nicole Dunbar, P.E.

With Assistance From:
Bill Tuttle, P.E.
Brian Dunbar

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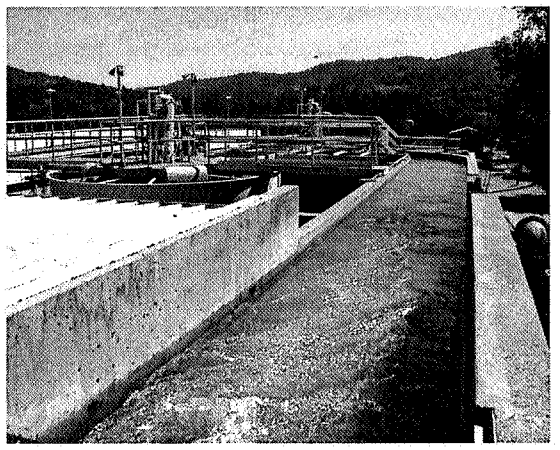
Appendix Index

San Jose Water Company (SJWC) has provided reliable and high quality water service to the citizens of San Jose for more than 139 years. SJWC is the largest privately owned urban water system in the United States, providing high-quality water and exceptional customer service to nearly one million residents of Santa Clara County in Northern California.



Service Area & Climate Description

SJWC's service area encompasses 138 square miles, including most of San Jose, most of Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos and parts of unincorporated Santa Clara County.

The San Jose area experiences a low-humidity climate with an average of 14 inches of rain annually. Temperatures range from the mid 60's to the high 80's (°F) in spring and summer and range from the mid 40's to mid 50's (°F) in the winter. Most of the precipitation in the area occurs between November and March with December and January typically being the wettest months. Further climate data is listed in the table below.

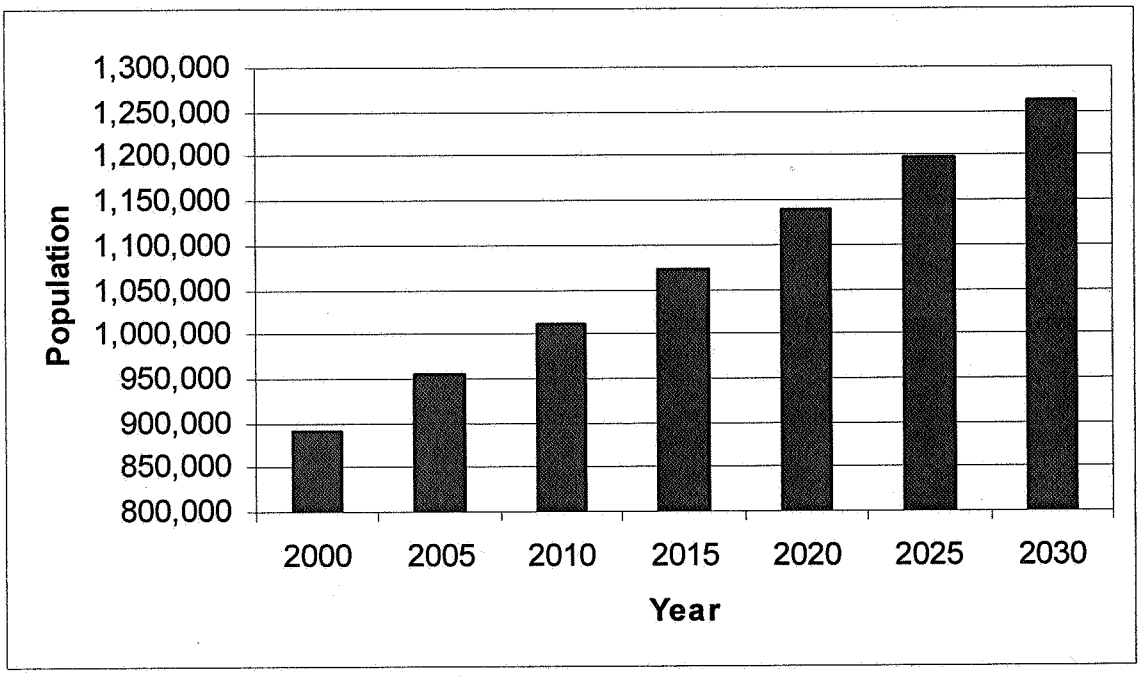
Climate Data

	Jan	Feb	Mar	Apr	May	Jun
Average Precip (in)	2.9	2.5	2.1	1.1	0.4	0.1
Average Temp (°F)	49.6	53.1	55.5	58.7	62.7	66.9
Evapo-transpiration (in)	1.48	1.88	3.35	4.74	5.36	6.25

	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Precip (in)	0	0.1	0.2	0.7	1.6	2.5	14.2
Average Temp (°F)	69.4	69.3	68.3	63.2	55.5	49.7	60.2
Evapo-transpiration (in)	6.74	5.99	4.52	3.34	1.82	1.48	47.04

The population of SJWC's service area is shown in the chart below. These population projections are based on the Association of Bay Area Governments' (ABAG) population projections.

Projected SJWC Service Area Population



Past, Current and Future Water Use

The majority of connections to SJWC's distribution system are either residential or commercial. SJWC also provides water to industry, municipal, private fire services and fire hydrant connections. The table below lists a complete breakdown of the number of connections based on customer type. The number of future connections was calculated based on the estimated population projection from ABAG.

Number of Water Use Connections

Customer Type	2000	2005	2010	2015	2020	2025	2030
Residential	188,896	193,106	205,618	219,368	234,874	248,191	262,870
Business	19,696	19,626	20,898	22,296	23,871	25,225	26,717
Industrial	80	69	73	78	83	88	93
Public Authority	1,622	1,677	1,785	1,905	2,039	2,155	2,282
Resale	30	30	32	34	37	39	41
Other	251	266	284	303	324	342	363
Total	210,575	214,774	228,690	243,983	261,229	276,040	292,367

A complete breakdown of the actual and estimated future usage based on water use sectors is shown in the table below. The future usage was calculated based on the estimated population projections from ABAG. The estimated future usage includes the Goble Lane project demand increase of 192 AF/yr (based on City of San Jose estimates) in year 2010. This Goble Lane project demand was assumed to be part of the estimated

increase because it is part of the expected, projected growth in the service area as it represents only 3.3% of the estimated total demand increase from 2005 to 2010.

Water Use Sectors (AF/yr)

Customer Type	2000	2005	2010	2015	2020	2025	2030
Residential	86,509	86,772	92,394	98,573	105,541	111,525	118,121
Business	47,974	46,377	49,382	52,685	56,409	59,607	63,132
Industrial	1,135	645	687	733	785	830	879
Public Authority	8,381	8,387	8,931	9,528	10,201	10,780	11,417
Resale	739	774	824	880	942	995	1,054
Other	249	218	233	248	266	281	297
Total	144,987	143,175	152,452	162,647	174,143	184,017	194,901

SJWC total demand is not limited to the above metered customer use. Between six and seven percent of the water produced (pumped, treated, or purchased) never gets billed and is classified as unaccounted for water. Unaccounted for water includes authorized unmetered uses including fire fighting, main flushing and public use. The remaining unmetered water is likely due to inaccurate meter reading, reservoir cleaning, malfunctioning valves, leakage and theft. The table below shows the actual amount of total system demand in 2000 and projects the amount until 2030.

Total System Demand (AF/yr)

	2000	2005	2010	2015	2020	2025	2030
Customer Metered Demand	144,987	143,175	152,452	162,647	174,143	184,017	194,901
Unaccounted for Water	9,967	9,767	10,400	11,096	11,880	12,553	13,296
Total System Demand	154,955	152,943	162,852	173,743	186,023	196,570	208,197

Water Rights, Contracts and Entitlements

SJWC has "pre-1914 surface water rights" to raw water in Los Gatos Creek and local watersheds in the Santa Cruz Mountains. Prior to 1872, appropriative water rights could be acquired by simply taking and beneficially using water. In 1914, the Water Code was adopted and it grandfathered in all existing water entitlements to licensee holders. SJWC filed for a license in 1947 and was granted license number 10933 in 1976 by the State Water Resources Board to draw 6240 AF/yr from Los Gatos Creek. A copy of this license is attached in Appendix A. SJWC has upgraded the collection and treatment system that draws water from this watershed which has increased the capacity of this entitlement to approximately 11,200 AF/yr for an average rain year.

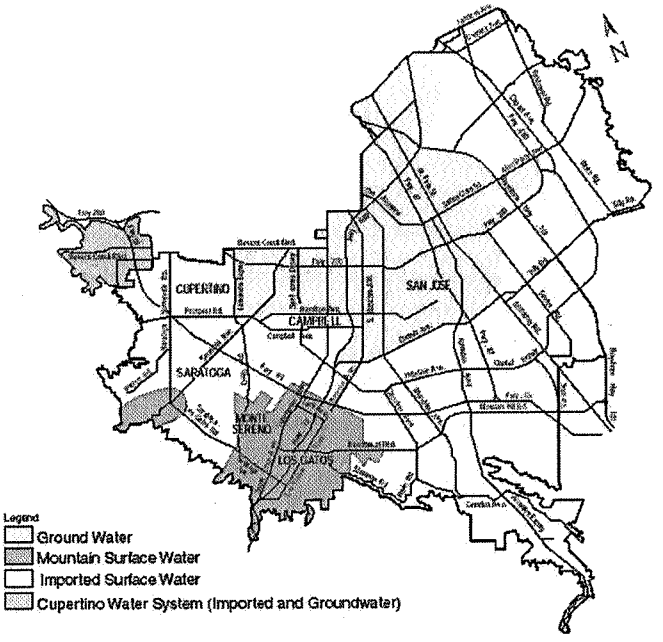
In 1981, SJWC entered into a 70-year master contract with the Santa Clara Valley Water District (District) for the purchase of treated water. The contract provides for rolling three-year purchase schedules establishing fixed quantities of water to be purchased during each period. The maximum peak day rate for delivery of water from the District under the 2004 - 2005 schedule is 108 MGD. The District's sources of supply include

local surface water from ten reservoirs, water imported from the South Bay Aqueduct of the State Water Project, and water imported from the Federal Central Valley Project, San Felipe Division. The District, along with other public agencies, contracts for water from these projects. The water is treated at one of three the District-operated treatment plants (Rinconada, Penitencia and Santa Teresa). SJWC and the District currently have a three year treated water contract that covers 2005 – 2008, with contract supply ranging from 67,504 AF/yr in 2005 to 69,039 AF/yr in 2008. A copy of this contract is attached in Appendix B. SJWC may also purchase "non-contract" water from the District at a reduced rate if excess supply is available at their Rinconada Treatment Plant. The non-contract water available to SJWC varies annually.

SJWC has rights to pump water from the aquifers in the service area because SJWC owns various parcels in the service area and property owners have the right to withdraw groundwater from aquifers below said property when in compliance with the District's permitting requirements. In Santa Clara County, this right is subject to a groundwater pumping fee levied by the District based on the amount of groundwater pumped into SJWC's distribution system. SJWC generally uses the most economically source of water, which is largely determined by the District's pump tax rates and contracted water rates.

Sources of Water

SJWC has three sources of supply: groundwater, imported treated surface water and local raw surface water. A map of these sources is shown to the right.



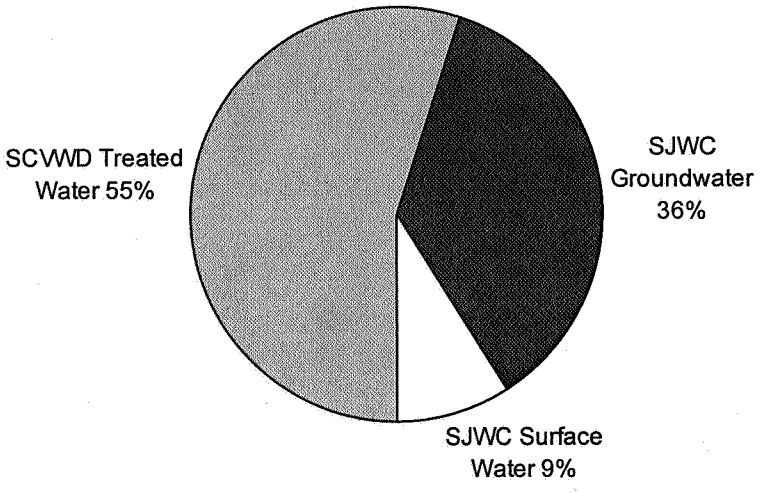
Groundwater comprises just over one third of SJWC's water supply. Approximately 110 wells pump water from the major water-bearing aquifers of the Santa Clara Valley Groundwater Subbasin. These aquifers are recharged naturally by rainfall and artificially by a system of local reservoirs, percolation ponds, and injection wells operated by the District.

SJWC is under contract with the District in the purchase of just over fifty percent of the water supply. This water originates from several sources including local reservoirs, the State Water Project and the federally funded Central Valley Project San Felipe Division. It is piped into SJWC's system at various turnouts after it is treated at one of the three

District water treatment plants (Rinconada to the west side pipeline and Penitencia and Santa Teresa to the east side pipeline).

SJWC's final source of supply is from surface water in the local watersheds of the Santa Cruz Mountains. It provides approximately ten percent of the water supply in normal rainfall years; however it can be much lower in drought years. A series of dams and automated intakes collect the water released from SJWC's Lakes. The water is then sent to SJWC's Montevina Filter Plant for treatment prior to entering the distribution system. SJWC's Saratoga Treatment Plant draws water from a local stream which collects water from the nearby Santa Cruz Mountains. The pie chart below shows SJWC's current supply source breakdown.

SJWC SOURCES OF WATER



The table below show the actual amount of water supplied to SJWC's distribution system from each source in 2004 as well as projections until 2030. The amount of surface water for 2005 and forward is based on a long term average (LTA) for the past 23 years (1984-2004). The groundwater and the District treated water projections include SJWC's plan to acquire the additional needed water for development projects by installing new production wells as needed within our distribution system and by purchasing more imported treated water from the District. The District's overall long-term strategy for groundwater as discussed in the District's 2003 Integrated Water Resource Plan (IWRP) Draft (a copy is attached in Appendix G) is to maximize the amount of water available in

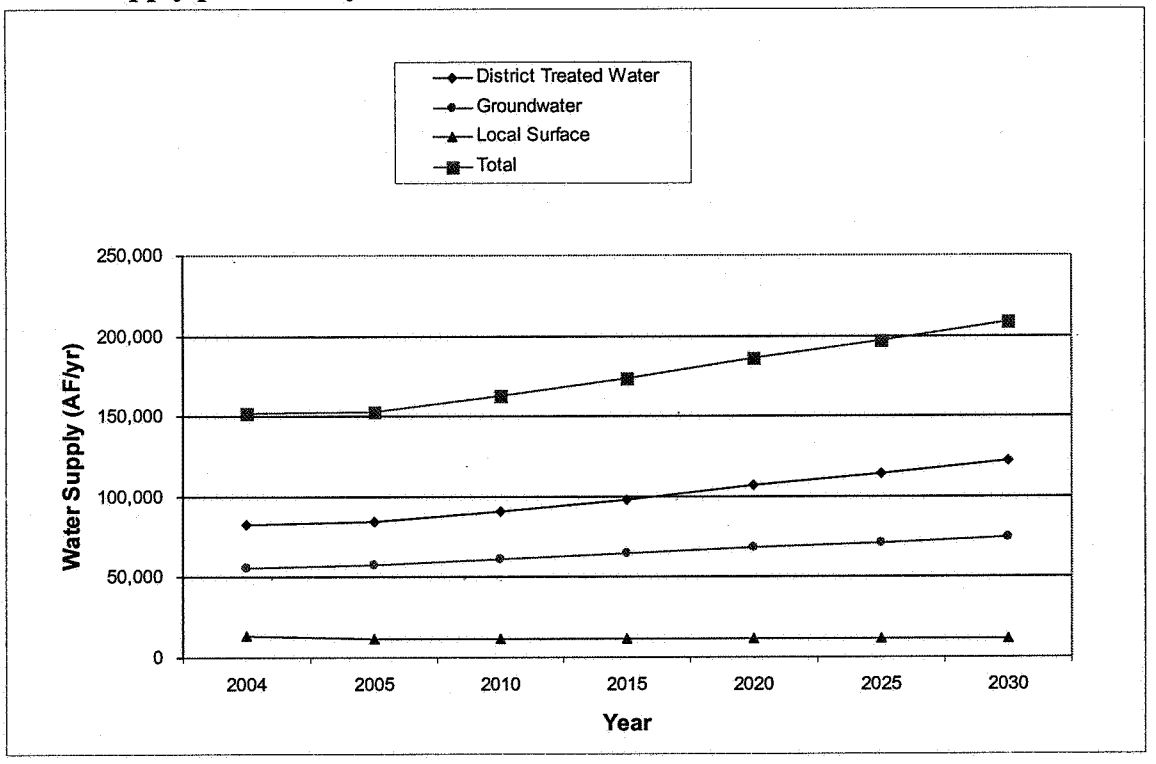
the groundwater basins to protect against drought and emergencies. The District seeks to maximize the use of treated local and import water when available.

The proposed Goble Lane project will use District treated water as the source of supply based on its location in the service area. A hydraulic analysis was performed with the additional Goble Lane project demand which showed a minimal system impact. The results showed a localized minimal reduction in static pressure (approx 0.2 psi) which is an acceptable condition. A copy of these results showing local static water pressures with and without the Goble Lane project demand are attached in Appendix C.

Current and Planned Water Supply (in AF/yr)

Water Supply Source	2004	2005	2010	2015	2020	2025	2030
District Treated Water	83,013	84,260	90,648	98,016	106,774	113,799	121,904
Groundwater	55,519	57,389	60,911	64,433	67,956	71,478	75,000
Local Surface	13,067	11,293	11,293	11,293	11,293	11,293	11,293
Total	**151,599**	**152,943**	**162,852**	**173,743**	**186,023**	**196,570**	**208,197**

Water Supply per Year by Source



Groundwater Analysis

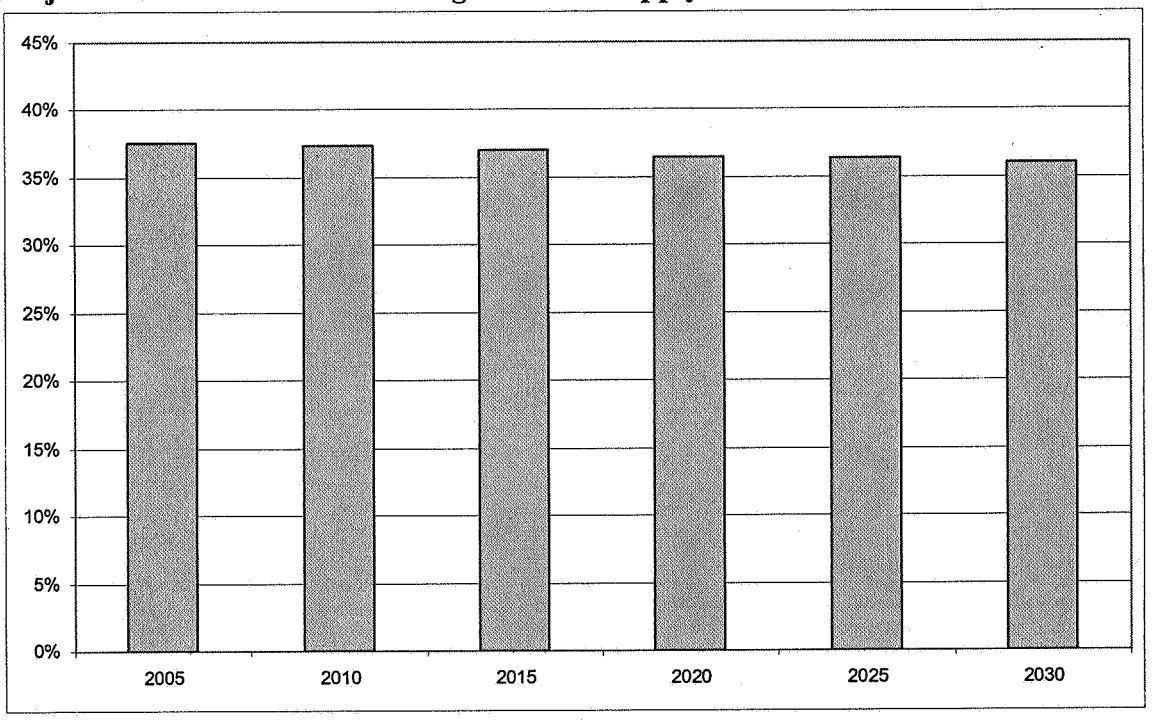
Groundwater from the Santa Clara Valley Groundwater Subbasin is a substantial source of water for SJWC's entire distribution system. In the past five years, groundwater has been the source for approximately one third of SJWC's total supply. Based on SJWC's

projections, groundwater will continue to be a vital source of water, comprising just over thirty-five percent of the supply by year 2030.

The District does not control groundwater withdrawal directly, but manages the groundwater subbasins through conjunctive use and pricing. The District's 2003 IWRP states "although supplies are adequate to meet needs in wet and average years, the expected dry-year shortages will grow over time from approximately 50,000 AF/yr in 2010 to 75,000 AF/yr in 2040." The District's IWRP also states that additional recharge capacity is needed to maintain groundwater as a reliable source now and into the future.

The chart below shows groundwater as a percentage of total projected supply until 2030.

Projected Groundwater Percentage of Total Supply



According to SJWC's current system design capacity, if all production wells were run 24 hours a day, approximately 190 MGD or 650,000 AF/yr could be produced during a normal year. These numbers are only theoretical as the District's 2001 Urban Water Management Plan states that the operational storage capacity of the Santa Clara Valley Subbasin is estimated to be 350,000 AF/yr and the groundwater pumping in the basin should not exceed a maximum of 200,000 AF/yr in any given year to avoid land subsidence. The District is currently in the process of updating its 2001 Groundwater Management Plan and refining their groundwater model to more accurately quantify the amount of water that will be available for SJWC and other water retailers to pump annually to ensure supply reliability.

Water Supply Vulnerability

The District's 2003 IWRP predicts shortages now, and the frequency and magnitude of these shortages will be increased by this development. The District apparently plans to address these shortages by undertaking a variety of investments over time.

Since the majority (approximately ninety percent) of SJWC's water supply originates through the District, SJWC will work with the District to ensure that water supply for the Goble Lane project and appropriate investments are made to ensure reliability in dry and multiple dry years.

The District encourages water retailers to provide at least two different sources of supply to make certain emergency water supplies are available in the event treated water supplies are interrupted by disaster. SJWC's current three sources of water supply and connections to other retail water agencies contribute to SJWC's ability and flexibility to respond in the event of emergency situations. In addition, SJWC has recently expended millions of dollars installing diesel fueled generators that will operate wells and pumps in the event of power outages.

Transfer and Exchange Opportunities

SJWC's distribution system has interties with other water retailers in the San Jose area to allow for SJWC to provide additional water to other retailers or serve as another potential supply source. SJWC is connected to the following retailers: City of Santa Clara, City of San Jose Municipal Water, Great Oaks Water and the District West Pipeline in Cupertino. The connection to the District West Pipeline allows SJWC to provide water to the Cupertino leased system that SJWC operates. SJWC currently has no plans to use these interties for normal system operation as they solely serve as potential emergency sources.

Supply Reliability

SJWC and other retailers are coordinating efforts on the 2005 UWMP. SJWC will use the base years the District will be using for the normal water year, single dry water year and multiple dry water years in their 2005 UWMP as listed in the table below.

Basis of Water Year Data

Water Year Type	Base Years
Average Water Year	2000
Single-Dry Water Year	1977
Multiple-Dry Water Years	1987-1991

Documented in the table below is the quantity of water SJWC received from each source of water during the average water year, single dry water year and multiple dry water years. It is important to note that SJWC's service area population has increased by nearly 62% from 1977 to 2000 and that the District added the 100 MGD Santa Teresa Water Treatment Plant in 1989 to increase capacity and redundancy.

Supply Reliability in AF/yr

			Multiple Dry Water Years				
Water Source	**Average Water Year (2000)**	**Single Dry Water Year (1977)**	**Year 1 (1987)**	**Year 2 (1988)**	**Year 3 (1989)**	**Year 4 (1990)**	**Year 5 (1991)**
District Treated water	80,803	36,220	57,879	65,935	81,405	64,143	63,093
Local Surface	13,445	1,364	4,576	3,548	6,500	3,719	6,435
Groundwater	60,707	72,962	92,257	81,964	37,020	55,363	42,513
Totals	154,955	110,545	154,712	151,447	124,925	123,225	112,042

The table below takes the supply received in each of the drought years listed above and divides it by the supply received in the average water year to generate a percentage of normal supply SJWC may expect to see during a future drought period.

Supply Reliability as a Percentage of Normal Water Year (2000)

		Multiple Dry Water Years				
Water Source	**Single Dry Water Year (1977)**	**Year 1 (1987)**	**Year 2 (1988)**	**Year 3 (1989)**	**Year 4 (1990)**	**Year 5 (1991)**
% of Normal District Treated water	44.8%	71.6%	81.6%	100.7%	79.4%	78.1%
% of Normal Local Surface	10.1%	34.0%	26.4%	48.3%	27.7%	47.9%
% of Normal Groundwater	120.2%	152.0%	135.0%	61.0%	91.2%	70.0%
Totals	71.34%	99.84%	97.74%	80.62%	79.52%	72.31%

The District will be making investments to increase reliability to ninety-five percent of demand in any given year which may include alternate sources of water as stated in their 2003 IWRP. However, SJWC does not currently envision any additional sources of water to supplement supply in event of dry water years. The possibility of transfers (other than through emergency interties) or desalination are not available given SJWC's service area location. Recycling of water in San Jose is primarily done through South Bay Water Recycling, which SJWC is an active participant and wholesaler. In the event of a dry water year, SJWC will employ water-use efficiency or demand management measures which are outlined in the following section of this report and enact the existing Water Shortage Contingency Plan (a copy of this plan is included in Appendix E) written in January 1992. In the event of a drought, this plan spells out a mandatory water rationing plan approved by the District. The plan defines prohibited uses of water, possible penalties and an enforcement mechanism. This plan includes both voluntary and mandatory components and addresses shortages up to 50%. The greatest percent

shortage shown in the table above is 28.66% which would be covered in Stage 3 of SJWC's existing four stage Water Shortage Contingency Plan.

The District is in the process of developing their 2005 UWMP, which will better determine groundwater and the District treated water availability during dry water years. These results which are expected at the end of August 2005 and will be included in SJWC's 2005 UWMP and future Water Supply Assessments.

Water Demand Management Measures

SJWC provides a full range of water conservation services to both residential and commercial customers, the cornerstone of which is our water audit program. In 2004 alone, SJWC's three Water Conservation Inspectors performed over 2,000 water audits. These water audits comprise of a SJWC water conservation inspector doing a thorough investigation of the customer's home or business. The inspector carefully inspects the property for leaks and measures the flow rates of all showers, faucets and toilets. The program targets the top 10% of users in each sector (residential, commercial, industry, municipal and dedicated landscape accounts). SJWC first contacts the customers by letter and follows up with a phone call. The goals of this program are to identify the source of the customer's water consumption and recommend methods for more efficient water use.

SJWC participates in the District's residential clothes washer rebate program in which any washer labeled "Energy Star" qualifies the customer to a $150 rebate. SJWC informs the customers of this program through the water audits and at retail outlets where washing machines are sold. SJWC also augments its water audit program by providing customers with free low-flow showerheads and faucet aerators which are purchased by the District. These are distributed during water audits, during customer's visits to SJWC's main office, and during customer participation in public events.

SJWC is the wholesale retailer for the South Bay Water Recycling Program which takes treated wastewater that would normally be discharged into the San Francisco Bay and pipes it back into the basin to be used for landscape irrigation.

SJWC constantly performs a system-wide audit by maintaining extensive records on each customer's water use. Water production and usage are compared to determine the percentage of unaccounted for water, which is currently about 7% of water produced. The unaccounted for water includes authorized unmetered uses such as fire fighting and main flushing. The remaining unmetered water is usually due to inaccurate meter readings, stuck meters, malfunctioning valve, leakage and theft.

SJWC has a regular schedule of meter calibration and replacement for all meter types in the distribution system. Larger meters are routinely replaced, repaired and tested based on consumption. Smaller meters (1" and smaller) are replaced according to the manufacturer's recommended service life. If a customer believes the water meter is

faulty, the meter is removed and tested. The customer is invited to witness the test in accordance with the California Public Utility Commission's (CPUC) rules.

SJWC provides and participates in numerous consumer education programs. SJWC has encouraged water conservation to its customers in many ways, including: providing water-efficient plumbing fixtures brochures (in conjunction with the City of San Jose), providing a landscape irrigation brochure encouraging efficient outdoor water use, and providing annual water quality reports as a bill insert.

SJWC also attempts to reach the community in ways that go beyond the development and distribution of written materials. These methods include speaking to service groups, civil clubs, school groups and participating in annual Water Awareness Month activities. SJWC also participates in a few school education programs including San Jose Unified School District's "Adopt A School" program. SJWC has coordinated development of an outdoor classroom project of a water-saving garden and pond filter system, multiple classroom presentations, and provides funding for annual field trips to science-related locations.

Supply and Demand Comparison

SJWC's projected supply and demand for normal water years is listed in the table below. The table shows that SJWC's projected supply is sufficient to supply the projected demand which includes the Goble Lane project.

Supply and Demand Comparison for Normal Water Year (Previous Projection)

	2005	2010	2015	2020	2025	2030
Supply	152,943	162,852	173,743	186,023	196,570	208,197
Demand (including proposed project)	152,943	162,852	173,743	186,023	196,570	208,197
Difference (including proposed project)	(0)	(0)	(0)	(0)	(0)	(0)

Listed in the tables below are comparisons between 2005 and 2025 projected supply and demand during normal, single dry and multiple year droughts. These numbers were generated by multiplying the current and 2025 demands by the percentages of normal water supply SJWC experienced during the 1977 single year and the 1987-1992 multi-year droughts. During these drought times, SJWC may experience significant shortages of supply and will enact the current Water Shortage Contingency Plan.

Current supply and demand for normal, single dry and multiple dry years

			Multiple Dry Years				
2005 Supply & Demand	**Normal**	**Single dry**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Supply Total	152,943	109,110	152,703	106,639	123,110	84,803	89,016
Demand Total	152,943	152,943	152,943	152,943	152,943	152,943	152,943
Difference	(0)	(43,833)	(240)	(46,303)	(29,833)	(68,139)	(63,926)

20-year projected supply and demand for normal, single dry and multiple dry years

			Multiple Dry Water Years				
2025 Supply & Demand	**Normal**	**Single dry**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Supply Total	196,570	140,234	140,014	136,844	110,324	87,733	63,437
Demand Total (including proposed project)	199,837	199,837	199,837	199,837	199,837	199,837	199,837
Difference (including proposed project)	(0)	(56,336)	(56,556)	(59,726)	(86,246)	(108,837)	(133,133)

Summary

SJWC continues to address the amount of supply available in the future while SJWC and the District complete the analyses for the 2005 UWMP. A hydraulic analysis of SJWC's existing distribution system was performed with and without the Goble Lane demand. These model results showed that the additional Goble Lane demand of 192 AF/yr had a minimal impact on the existing distribution system. SJWC should be able to adequately supply the Goble Lane project without any additional source of supply or system operation changes.

The appendices for the San José Water Company's Goble Lane Water Supply Assessment are available for public review during normal business hours at the San José Department of Planning, Building and Code Enforcement, and at the San José Water Company headquarters.